

THE COMMERCIAL MOTOR

FRIDAY, JANUARY 15, 1960
ONE SHILLING



**achieves 12m.p.g.
with 24 ton
gross load**

(Murphy Bros. own figures)



FODEN F.G. 6/24, with Gardner 6 LX 150 B.H.P. engine, 5 speed close ratio gearbox, double drive rear axles and alloy body

Murphy Bros. of Leicester, transporters of bulk materials, choose Foden vehicles as a solid foundation for their successful and expanding business.

Murphy Bros. have 24 Fodens and have just placed an order for 2 more Foden 8-wheelers with Gardner 6 LX engines.

FODENS LIMITED

ELWORTH WORKS SANDBACH CHESHIRE

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London Sales Office: 139 Park Lane W.1.
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TRANSMISSION NOISE

How Metalastik tackle and solve the problems

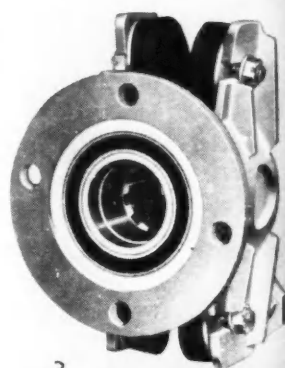
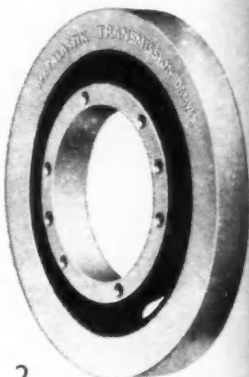
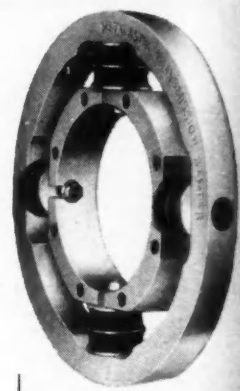
Many transmission systems which, from their design and workmanship, could be expected to be reasonably quiet, do in fact turn out to be unexpectedly noisy.

We have analysed and diagnosed a number of such cases, and find that as a rule resonant torsional vibration is the culprit, a conclusion which agrees with the practical observation by some engineers that a normally noisy transmission becomes markedly quieter when driven through a fluid flywheel.

In most cases, one or another form of the Metalastik torsional vibration damper makes a striking improvement. Two forms, shown at 1 and 2, are used when analysis has shown the trouble to be due to resonant torsional vibration or cyclic fluctuation of the fly-wheel. They can be fitted in either of the positions shown, either behind the gearbox or in front of the final drive. When the amplitudes are unusually large the Metalastik unit No. 3 is used.

This is not an inertia-type damper but a flexible coupling, in which low torques—at which most of the flutter occurs—are transmitted with considerable flexibility by a bush in torsion, the buffers taking up the drive only at high torque. This coupling is fitted between engine and gearbox.

Our engineers are always available to investigate problems and to bring to bear their unsurpassed experience.



METALASTIK

METALASTIK LTD., LEICESTER

MOORE & JAMES

DIS



C.A.V. filtration

puts money into your pocket

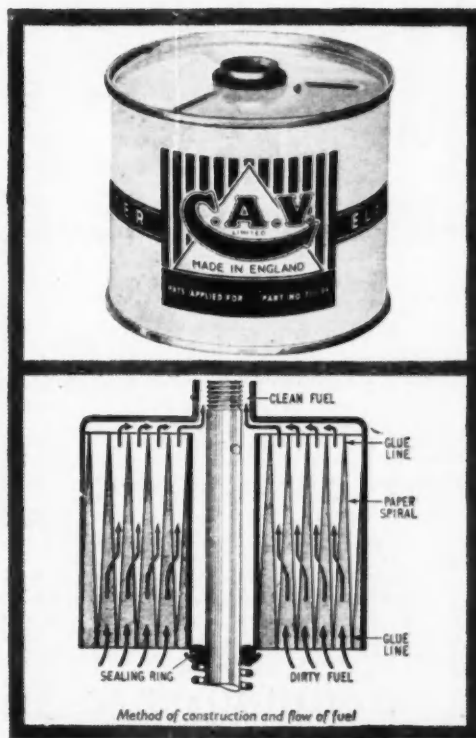


VEHICLE AVAILABILITY

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|----|--------|---------|--------|--------|------|--------|--------|--------|---------|--------|---------|-----------|------------|
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| 16 | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | |

Look at your diesel records—vehicles in service. Adequate fuel filtration will greatly help in keeping engines in good running order which would otherwise be idle during overhaul of fuel injection equipment. Wear of pump barrels and plungers, and injectors is mainly caused by minute abrasive dust particles in the fuel, and the C.A.V. paper element filter is specially designed to remove these efficiently. It has far more effective filtering area than most other types, and consequently an excellent service life before choking, even though it removes more dirt. Tests have shown that the life of precision parts of injection pumps may be increased by six times by using this filter. But *always* use the genuine C.A.V. element. Substitutes are apt to be unreliable—after they are partially choked they often let through more dirt than they retain, and are no safeguard at all.

Service filters at regular intervals—and make sure you use only genuine C.A.V. elements.



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—every day of its life, because it is equipped for economical running. Its battery, for example, is chosen to save weight and space, and give the maximum output of dependable power. Increasingly, today, manufacturers and operators agree that—

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commonsense
to specify—*



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A2



The high-capacity TX Series (illustrated) incorporate 'X' metal grids, 'Fibrak' separators with vitreous felt retainer mats, cold start plates and moulded hard rubber (ebonite) containers and, where required, assembled in double-impregnated hard-wood containers. Available in capacities of 145, 174, 232 ampere hours (at 10-hour rate).

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High Performance
BUS BATTERIES

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A RANGE THAT WILL TAKE EVERYTHING YOU'VE GOT

...AND COME BACK FOR MORE



The tighter your schedules - the more Seddon 7 Tonners like it. Gluttons for punishment they will amaze you with their low running and maintenance costs and their complete reliability.

SPECIAL FEATURES: — Leyland 0.350 - 6 cylinder diesel engine, 105 BHP at 2,400 RPM. 14 in. single dry plate clutch, hydraulically operated. 5 or 6 speed gearbox. Carbon manganese high tensile steel frame section 8½ in. Spiral bevel rear axle - 7½ ton capacity. Semi-elliptic front and rear springs with helpers. Hydraulic brakes with vacuum hydrovac assistance. Body lengths up to 20 ft. Six-point flexibly mounted cab. Curved wide vision windscreen.

Also available as a 6 wheeler with York Trailing Axle. Operates at 15 tons G.V.W. giving a payload of 10/11 tons.

Frame has special full length carbon manganese high tensile steel side members. Trailing axle is fitted at our works as original equipment having two separate suspension arms and stub axles giving effect of independent suspension, better traction, easier riding, eliminates axle "hop." Hydraulic brakes with vacuum hydrovac assistance, co-ordinated and balanced on six wheels. Body lengths up to 23 ft.

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Just a few of the
Manufacturers & Operators
who know cylinder wear is
inexcusable

The Answer is



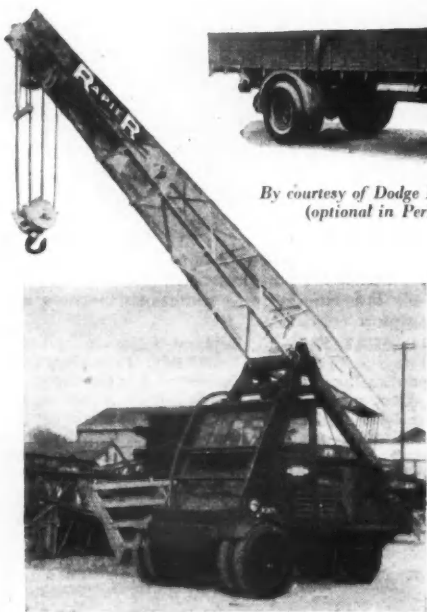
By courtesy of Hall & Co. Ltd., with experience of 1,000 engines on "CROMARD" over 100,000,000 miles.



By courtesy of Dodge Bros. (Britain) Ltd.
(optional in Perkins engines.)



By courtesy of Skanska Cementfabriken AB, Sweden.



By courtesy of Ransomes & Rapier Ltd. and
The British Transport Commission.



By courtesy of Lewin Road Sweepers Ltd. and Seddon
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This is Fact — "CROMARD" thin wall liners permit the largest possible bore in new or existing designs. They are the answer to the manufacturers' quest for more power, allied to the hard chrome, non-wearing property of "CROMARD" liners already known as the answer to cylinder wear. "CROMARD" thin wall hard chrome liners are specified in the new PERKINS Four-203 and Six-305 Diesel Engines for LONG LIFE & MORE POWER.

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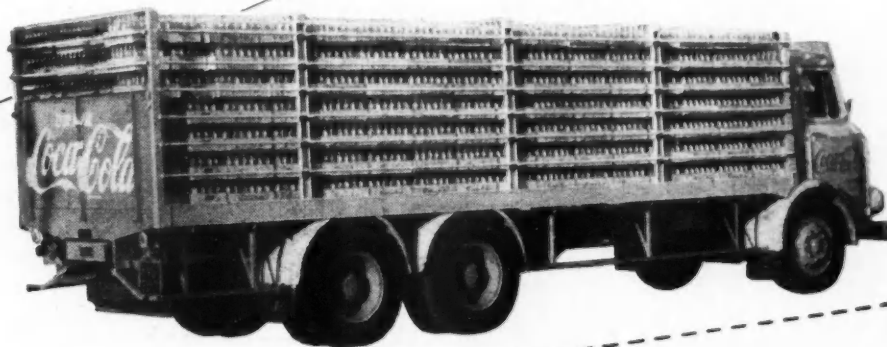
Dixon Street, WOLVERHAMPTON

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BOTTLES...

(not to mention barrels, boxes or bricks)



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A BONALLACK light alloy Flat Platform on an Albion Reiver RE 25L. Floored in Dekaloy the platform measures 23' 6" by 7' 6". Bulkhead and side pillars 4' 10" above floor level. Detachable retaining bars are in alloy tube. The load consists of 14,400 bottles of Coca Cola.

Although "purpose-built," this body is basically identical with all BONALLACK "Standard" Flat Platforms, and has the same exclusive features:—

- * cold squeeze-riveted 4-way braced underframe.
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- * the non-slip, non-rust, non-warp, non-rot Dekaloy Interlocking floor.
- * Two Years Guarantee.

These bodies reduce deadweight to a minimum yet stand up to the roughest treatment. They are built to last.

We shall be delighted to send full particulars or a technical representative to call.

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This NEW DENNIS PAX has a 5.5 litre four cylinder diesel engine, special ratio four speed gearbox, three-man cabin and alloy deck with interchangeable sides. Designed expressly for the customer's needs.



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In a few months vigzol's latest contribution to transport hygiene has proved a remarkable success.

Fleet owners all over Britain are finding VITASUL 100% effective in eliminating diesel odour. Smoother combustion is resulting in greater power.

The acid effect of sulphur is neutralized thus reducing engine wear. Carbon formation and acid corrosion are controlled.

AND INCREASES THE M.P.G. OF YOUR DIESELS

Use only 1 gallon to every 150 gallons of fuel.



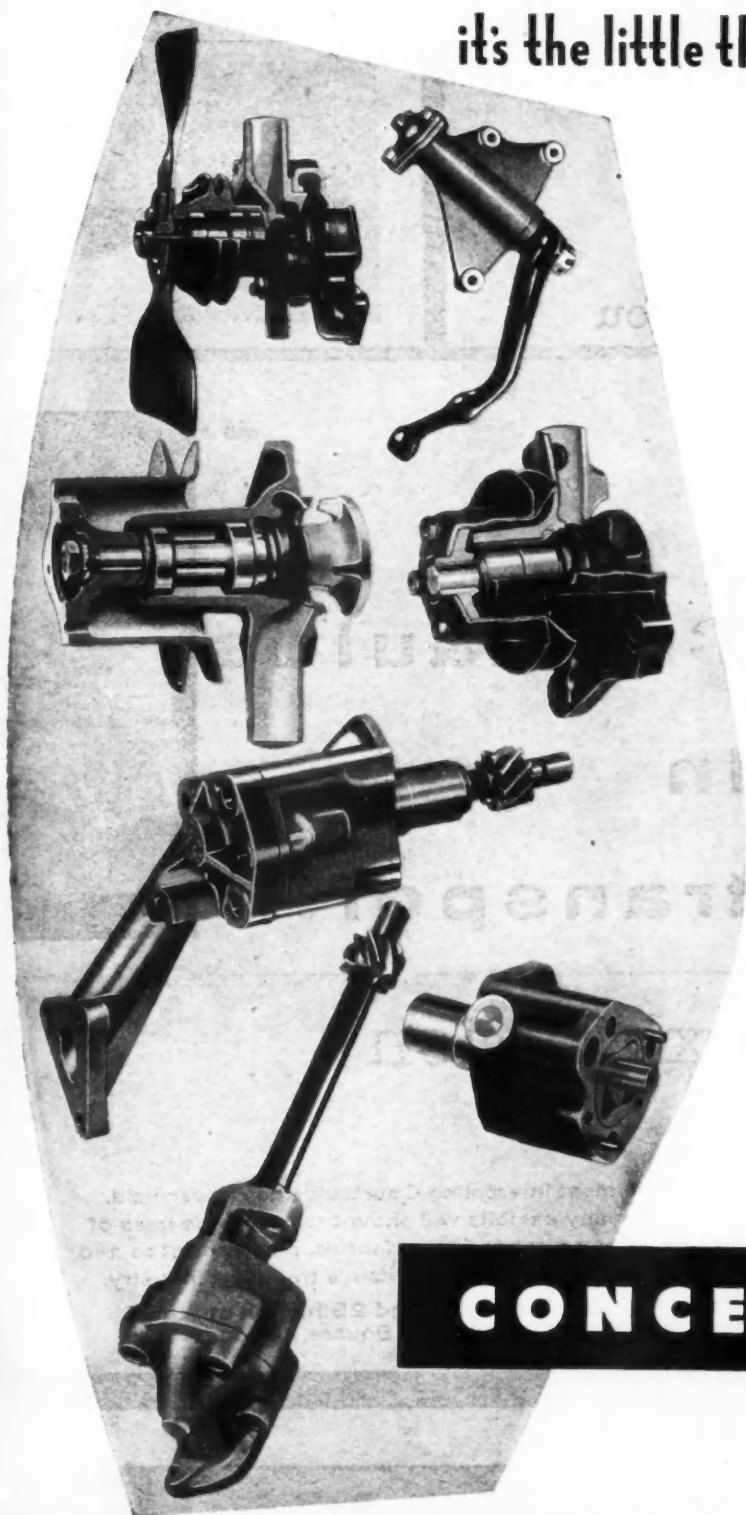
Results have shown that VIGZOL VITASUL greatly improves the atomization of the fuel, thus resulting in a marked decrease in fuel consumption.

Write for full details of VIGZOL VITASUL



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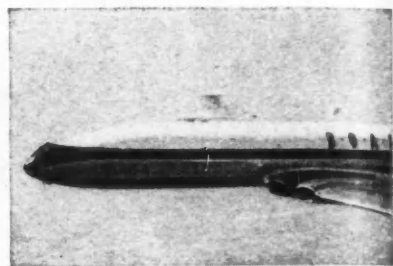
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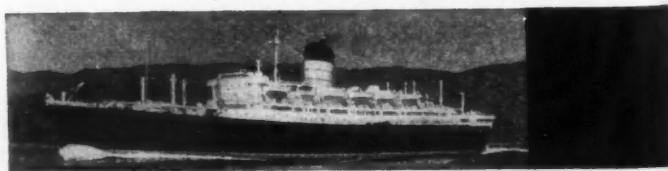
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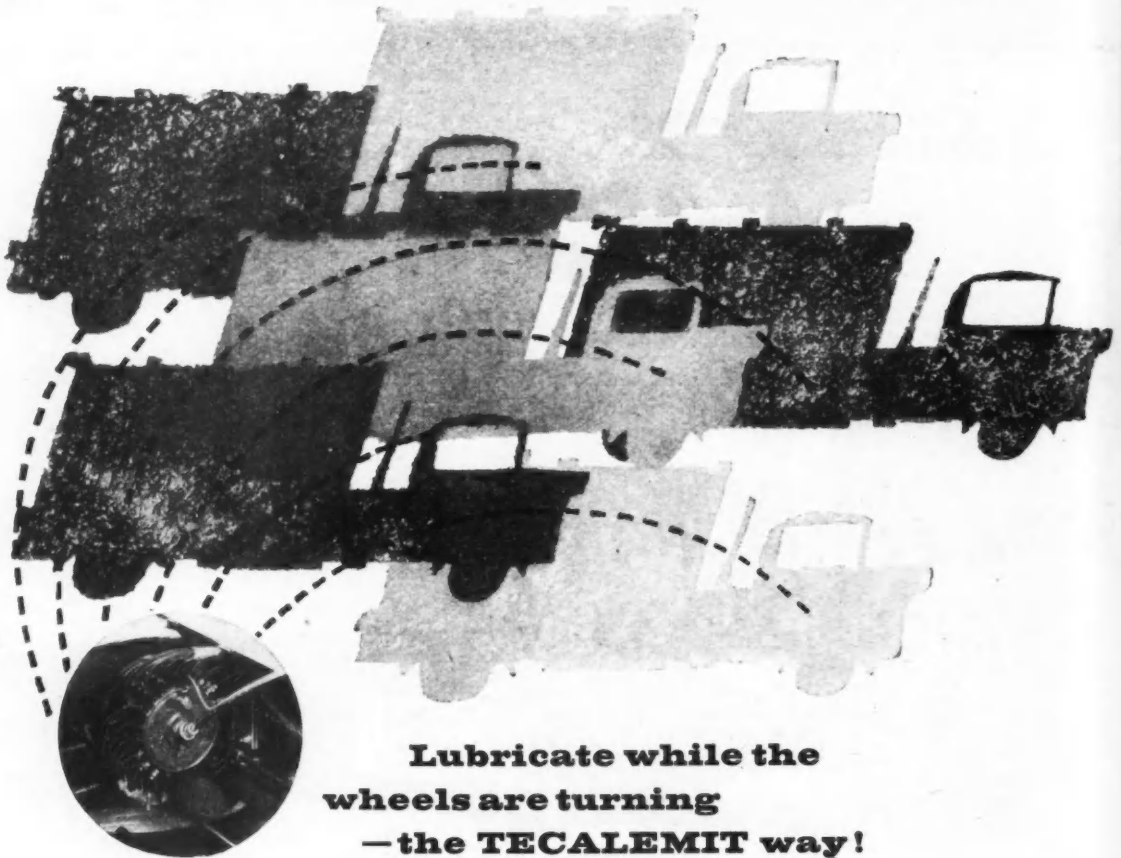
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WRITE NOW for full details of Tecalemit Automatic Chassis Lubrication systems to:
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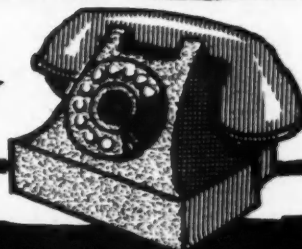
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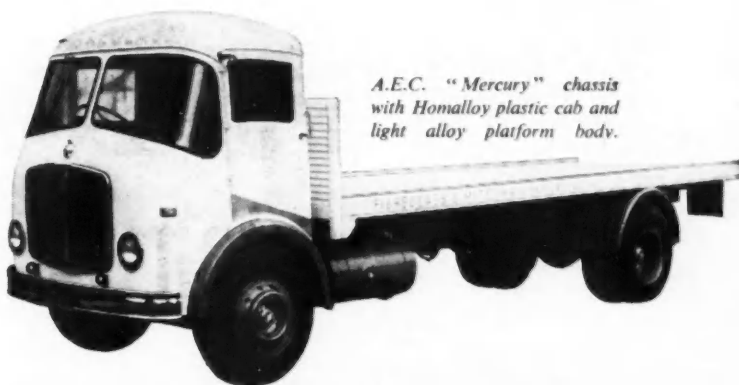


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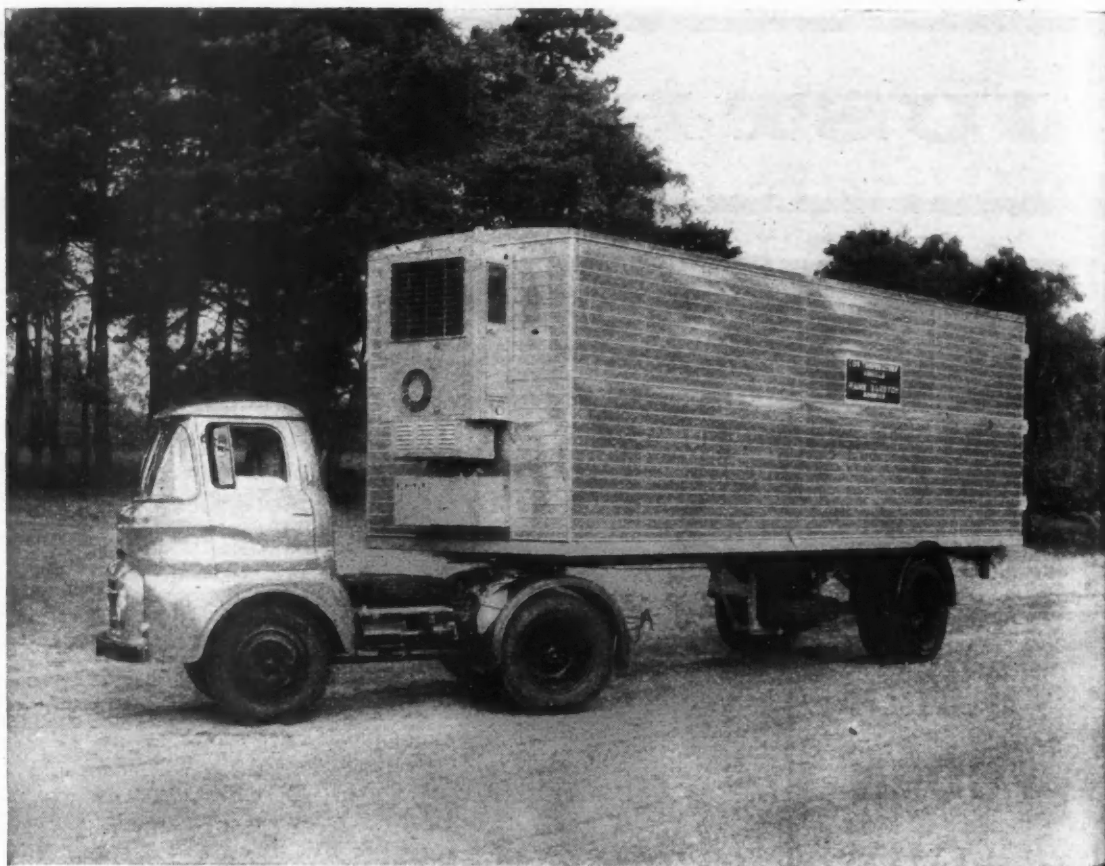
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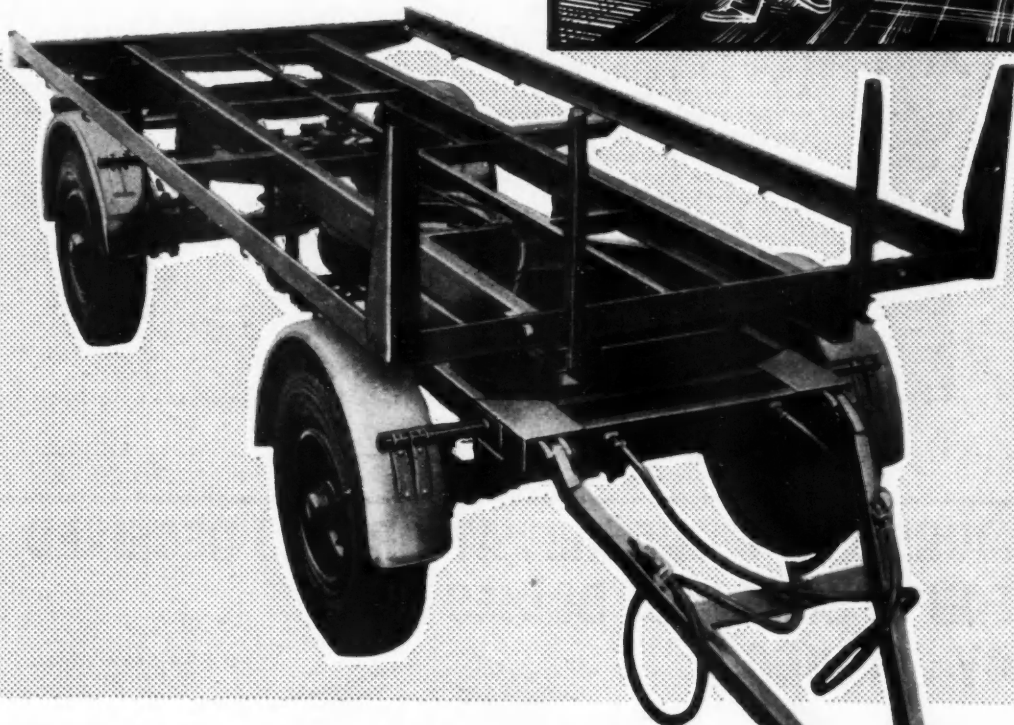
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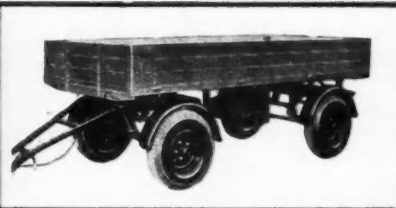


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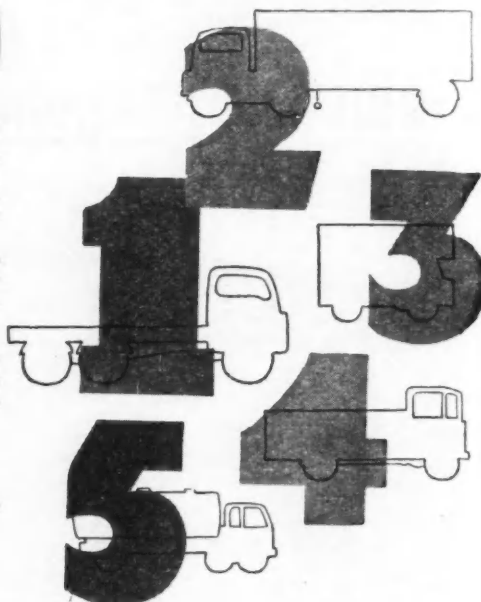
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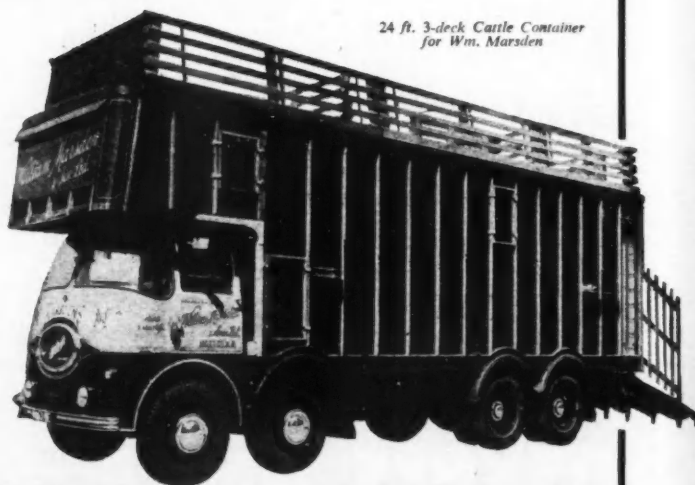
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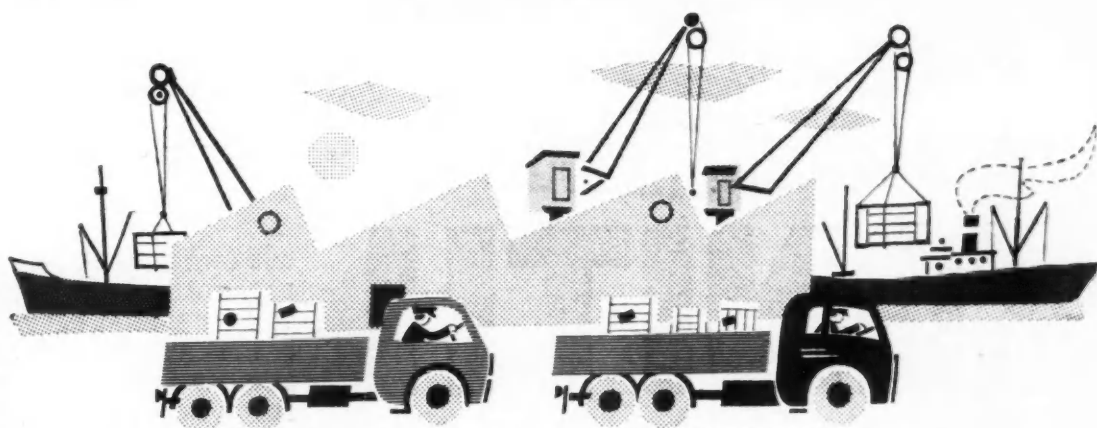
24 ft. 3-deck Cattle Container for Wm. Marsden



★ ESTABLISHED 1764

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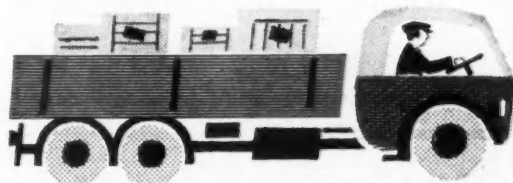


Used wherever
costing governs
choice



Exide KHV

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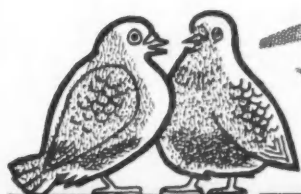


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AP/1



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*finger-tip controlled loading
drastically reduces handling costs*

it pays to fit a

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Hydraulic Tail Lift

Patent Nos. 776002 & 647075
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Loading by hand is not only old-fashioned but is very expensive, particularly when compared with the modern Burtonwood Way—one man alone can operate the Hydraulic Tail Lift.

Easily installed on existing transport, the Burtonwood Hydraulic Tail Lift standard models are available with

CAPACITIES RANGING FROM 10 CWTs. TO 3 TONS.

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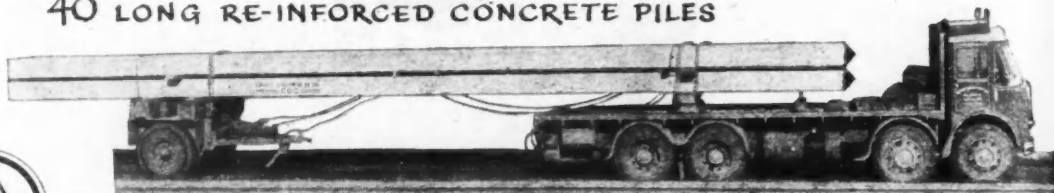
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Many vehicles of this type have been built to carry heavy loads such as described, able to haul loads on gradients of 1 in 4 yet maintain maximum road speeds.

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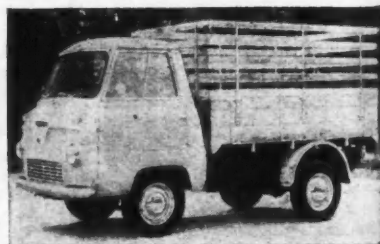


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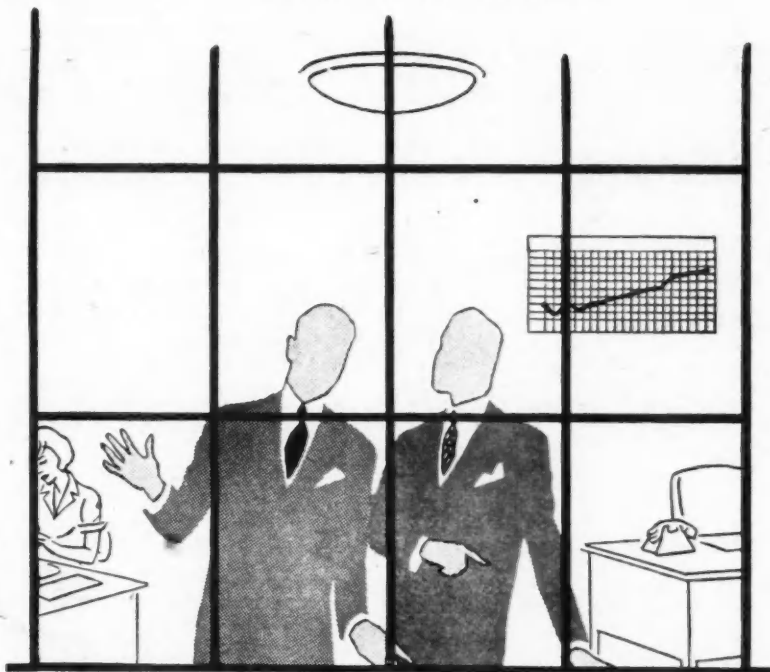
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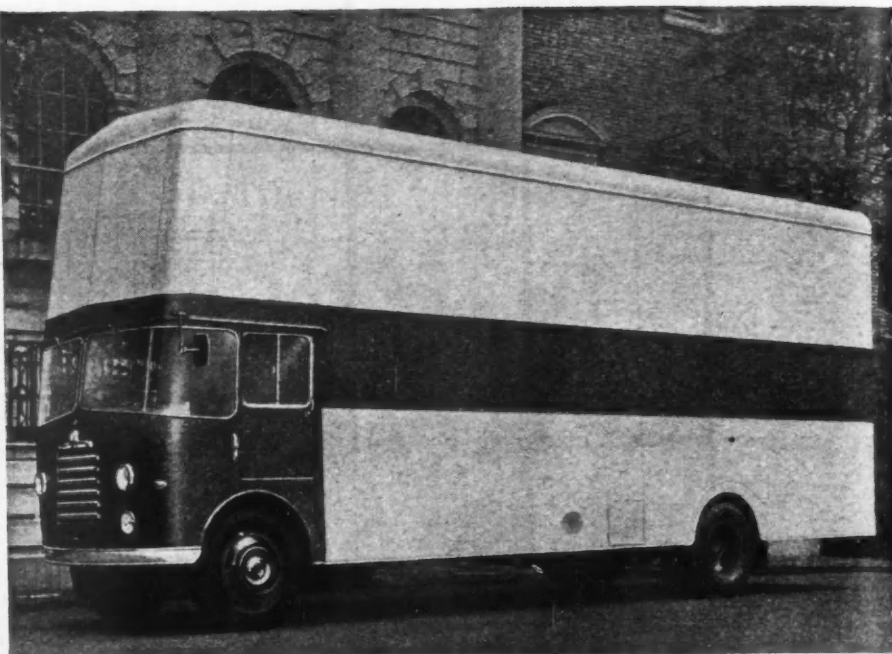
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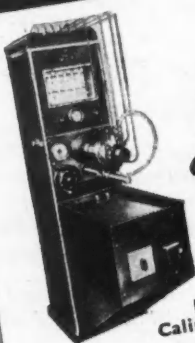
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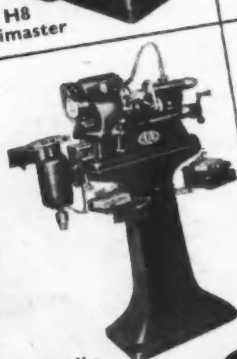
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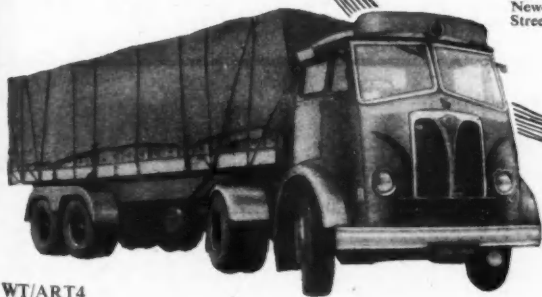
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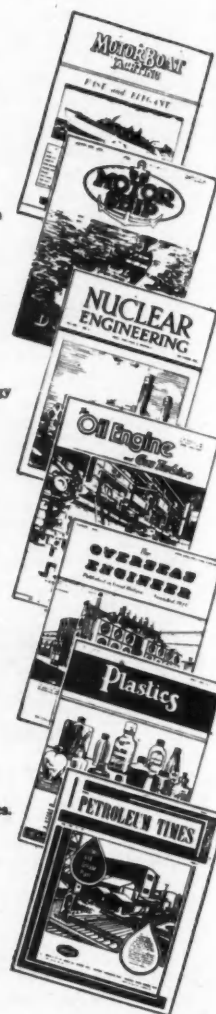
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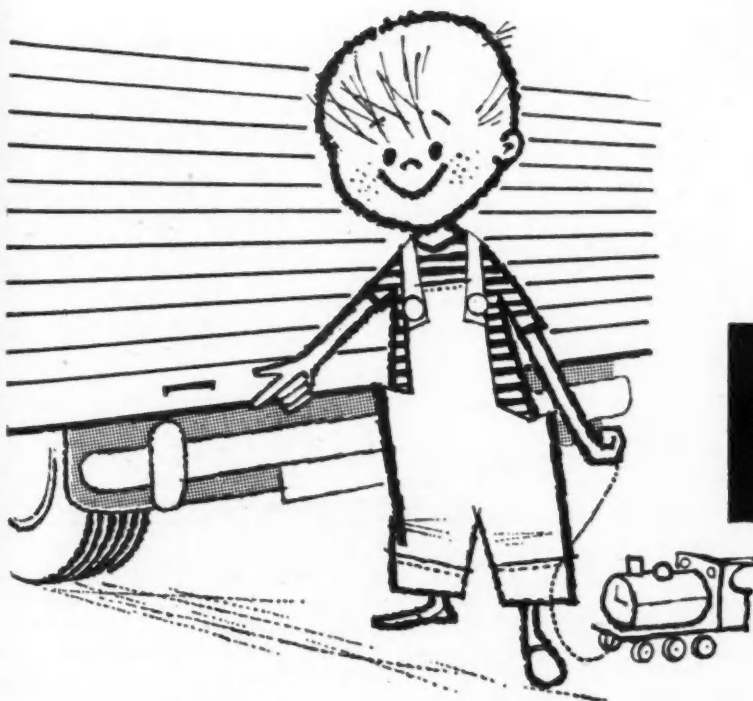
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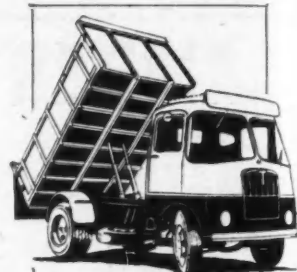
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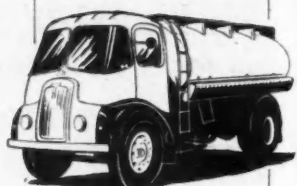
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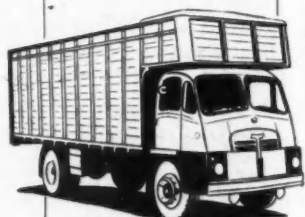


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Wildcats, Inc.

THE widespread unofficial strikes by employees of British Road Services against the introduction of the new agreement for operation of heavy vehicles at 30 m.p.h. defy human understanding. They were as contrary as they were damaging to the interests of both management and the workers themselves. Although they were apparently spontaneous, it is difficult to believe that stoppages in individual depots in areas as far removed as Scotland and the south of England were not influenced by some outside central source.

This is a poor return for the patience and diligence exercised by both management and trade-union representatives over the period of 2½ years during which details of the agreement have been hammered out. The board of B.R.S. have been generous to a degree, even to the extent of including in the benefits many drivers who have not been called upon to make any extra effort. Apart from a reduction in the maximum working day from 11 hours to 10 hours, the men have been given a bonus of 15 per cent. on the hourly rate.

Up to January 4 the average working week on general haulage in B.R.S. was 63 hours, and on parcels services 59 hours. Weekly earnings in London have averaged £15 5s., and in the provinces £14 5s. The new bonus payment ensures that, except in a few isolated instances, those high levels of wages will be fully maintained, despite a shorter working week. Moreover, journey schedules have been drawn up to suit the characteristics of each route, and time is still allowed to cover unusual delays, although not on the unrealistic scale existing in the past.

Naturally, some anomalies are bound to emerge in practice, and both management and the three trade unions concerned are prepared to deal with them through the existing machinery. It is noteworthy that Mr. T. G. Gibb, chairman of B.R.S., received no written complaint from any group on strike about the operation of the agreement. In fact, the strikers did not appear to know what their grievances were. In some instances, bank staffs demanded that they should share in the benefits, although they were in no way involved.

Consultation All Through

Consultation between management and unions has taken place at every stage and at every level, and there is no valid reason why any man should be in ignorance of the terms of the agreement. Admittedly, lack of interest by workers in trade-union affairs is widespread throughout industry, and there may be more excuse for it in road transport than in most other occupations. Lorry drivers are by nature individualists, and their inherent self-reliance is strengthened by the freedom from close supervision which they enjoy. Consequently, they may be less willing than most to accept regimentation. Moreover, their frequent absence from home may make it difficult for them to attend all union meetings.

In these circumstances, special responsibility rests on those charged with the duty of passing on agreed decisions to the workers. There is no evidence of failure to do so in the present instance, although one may doubt the effectiveness of the channels of communication.

Although great size confers on B.R.S. a number of operational advantages, it has corresponding drawbacks in staff relations. Just as liberal pocket money is no compensation to a child who is denied family affection, so good regular wages and steady employment do not entirely recompense an individualist for a lack of close personal contact with his employer. A trade-union official is a poor foster-father to such a man. That is undoubtedly the reason why private-enterprise road haulage is happily free from industrial insurrection.

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No "Tickets" Here

IN interviews reported in America last week, Mr. Ernest Marples, Minister of Transport, spoke of impending legislation in Great Britain to deal with the traffic problem. In particular, he mentioned fixed fines and "tickets," referring to the obnoxious American practice under which "summonses" for certain traffic offences are issued on the spot by police officers and the alleged offender, without trial, pays the appropriate fine at the nearest magistrates' court. Its only virtue is that it reduces administrative costs.

Britain has nothing to learn from the U.S.A. about the administration of justice. The "ticket" system, however expedient it may be, has a cynical flavour that is inimical to British ideas. Already the attitude of the courts towards minor traffic offences seems to be that, contrary to the normal tenets of law, the defendant is guilty until he is proved innocent. The onus of proof resting on the police in these cases is derisory and the "ticket" system would formally pronounce them both prosecutor and judge.

Fines "on the spot" would certainly not reduce accidents. The cure for a situation in which 147 people are killed on the roads during Christmas is surely to direct the attention of the police towards the more serious offences and for the courts to deal severely with them.

In this context, careless pedestrians who cause public danger by their conduct should not be allowed to escape the consequences of their actions.

Men Who Make Transport—16

Raymond Percival

THE room in which Raymond Percival Beddow helps to direct the world-wide activities of the British Electric Traction Co., Ltd., is strictly-for-business, even austere. Yet there is no clutter of papers—his desk was innocent of all documents when I called to see him—no shrilling of telephones nor intrusions of palpitant executives.

Yet in this functional office I sensed an atmosphere of dynamism—elusive, maybe, but unmistakable. The quietude was deceptive, I felt, and so, in a sense, was the man himself. Mr. Beddow, well-tailored and elegant, spoke to me of his career, and told me something of the history of the company with which he has been working for nearly 40 years, in the diffident tones of the gifted amateur. The words, nonetheless, were those of a professional with a diamond-hard mind.

He is glad he was educated at a public school, conscious that it contributed much by way of contacts, as well as knowledge, to his start in commercial life. "Mill Hill," he explained, "was popular among the business and commercial classes." One might meet the sons of dons and diplomats at Eton or Winchester. At Mill Hill it was the successful underwriter's or banker's son. The mental environment suited him well. His earliest business ambitions were, no doubt, undefined. What he wanted was a job, any job, though preferably a good one. And that was the reason why, at the age of 20, he joined B.E.T.

But B.E.T. did not take him because he was a personable youngster with a good accent. The company has always been at extraordinary pains to select the right kind of staff. Mr. Beddow does not forget that it was only after three

Bird's Eye View

The Giant Champion Retires

MR. A. S. BISHOP, the man who pioneered giant pneumatic tyres in the United Kingdom, is retiring from the chairmanship of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., at the end of this month. Old business friends forgathered on Tuesday at a cocktail party given in his honour by Mr. M. S. Meyer, the managing director.

I wonder how many of those present realize just how much the road transport industry owes to Mr. Bishop. He went to America for six months in 1919 to study the use of pneumatic tyres on commercial vehicles, and returned, with great enthusiasm, to introduce them into Britain. He had to fight strong prejudice in favour of solid tyres, despite the trouble they gave at anything more than 15 m.p.h. Perhaps Mr. Bishop's biggest triumph was in persuading the authorities and operators that pneumatics were safe to fit to double-deck buses. He did so partly by running vehicles with giant tyres at what, in those days, were high speeds over spikes. All the things he has undertaken have, indeed, gone with a bang.

Ruthlessness Paid

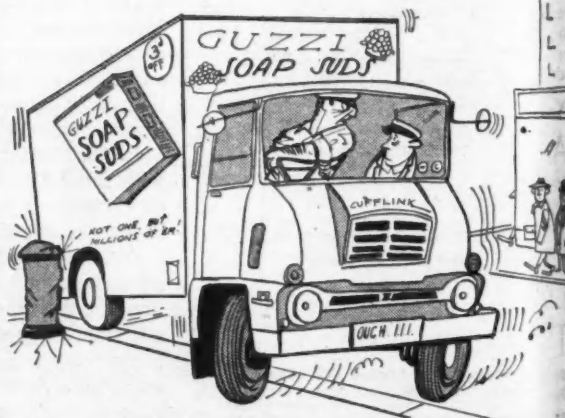
LORD ROOTES, who left last Friday on a month's visit to America, took with him news of the introduction of the new Commer 4-ton range, which, he said, he hoped would create new records in sales at home and abroad. At the inaugural ceremony on the preceding day he recalled how he and his brother took over the derelict Commer concern 30 years ago. At the rate of sales obtaining at that time Commer held five years' stock of vehicles. By ruthlessly slashing prices and reinforcing the sales staff, the Rootes brothers sold the entire stock in a few months. A year later they introduced a new model, and since that time had never looked back.

B26

The new 4-ton range applies the packaging technique to commercial vehicles, and present indications are that it will be a winner. The test report published by *The Commercial Motor* last week certainly gave it a good send-off.

Carry on Smoking

SMOKE seems to have got into the eyes of the National Society of Non-Smokers. They claim that, in upholding the appeals of the Northern General Transport Co., Ltd., and Sunderland District Omnibus Co., Ltd., the Minister of Trans-



"I washed it last night and now I can't do a thing with it."

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Mr. R. P. Beddow, whose qualities were soon recognized by Mr. Emile Garcke.

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port has taken "the unprecedented action of undermining the whole authority of Traffic Commissioners."

The Minister has, in fact, fortified the Commissioners' power to ban smoking. His decision refers only to the cases brought to appeal, in which the evidence was insufficient to sustain the Northern Traffic Commissioners' proposal to prohibit smoking on the lower decks of double-deckers.

The militant non-smokers should make sure of their facts before giving tongue.

Little Darling

WHILE a school bus was being driven on an eight-mile journey over narrow roads in Herefordshire, a 14-year-old boy pulled out the choke control and stalled the engine, switched on the headlights in the face of an oncoming vehicle, and threw the driver's cap round the bus. Can this kind of incident be one of the reasons why some operators seem reluctant to run school bus services?

Now You Know

A STRAIGHT question deserves a straight answer, and Press representatives got it from Mr. Frank Woodhead, the bluff Yorkshire chairman and managing director of Toledo Woodhead Springs, Ltd., when, last week, he introduced the company's new Featherlight spring. "We have shown you what we have done," he said. "You will now want to know how we did it. The answer is: 'Mind your own business'."

I Spy

TO celebrate their 50th anniversary, Pirelli, Ltd., have given Burton-on-Trent Corporation a micro-film reading apparatus for use in the borough library, and £1,500 to keep the library's technical literature up to date. But there is nothing microscopic about Pirelli's achievements at their Burton-on-Trent factory or in their activities elsewhere in the world.

searching interviews that he was at last offered a place. This happened to be at headquarters as personal assistant to Mr. Shirreff Hilton, a member of the board and chairman of a number of B.E.T.'s associated companies.

Just a year later he was appointed assistant secretary of B.E.T.'s biggest electricity-supply offshoot, the Shropshire, Worcestershire and Staffordshire Electric Power Co. Two years after that he became secretary.

One does not imagine that Mr. Emile Garcke was a notable distributor of undeserved bouquets, so what he had to say about Mr. Beddow at that time is illuminating. "The question," said Mr. Garcke, "whether the human race is really making progress is often discussed. In industrial matters my experience extends over 50 years, during which time there has been extraordinary development in the efficiency of essential services. It makes me ashamed to recall what was considered exceptional merit and efficiency in a young man in business in my early days, in comparison with what is now expected. I think Mr. Beddow is a very good specimen of what is required from the modern generation."

The Shropshire company passed out of B.E.T.'s hands during the 1930s, but this was far from being another case of a pharaoh arising who knew not Joseph. Some companies might, with the usual expressions of regret, have signified that there was no other place for the secretary whose occupation seemed to have vanished. Not so B.E.T. Mr. Beddow had proved his worth. In two years he was secretary of the East Midland and Trent companies. By 1937 he was secretary of the B.E.T. Federation and by 1940 secretary of B.E.T. itself.

Order out of Chaos

The year 1940 brought problems, not so much of expansion as of dyke-stopping. Evacuation, aerial bombardment, mobilization of the country's entire working force—all this raised unfamiliar questions. Through that chaotic period Mr. Beddow was responsible for running organization at the company's headquarters. He now became chairman of many electricity-supply companies, soon to be taken over by the State. Then he had an important hand in the affairs of such bus companies as City of Oxford Motor Services, Ltd., East Kent Road Car Co., Ltd., Maidstone and District, Ribble and Southdown, as well as of London Coastal Coaches, Ltd., of all of which he is chairman.

On October 29, 1946, B.E.T. held a dinner at the Savoy Hotel to celebrate the company's jubilee. There was much to be thankful for. Their affairs were in good shape. Save for one thing, the future might have looked rosier than anyone had dreamed to be possible in earlier years. That one thing was the new passion for nationalization. What happened when the post-war Labour Government came to power is now a matter of history, but in the bleak days of 1946 who could foretell what was to befall the companies which were doomed to take-over by the State?

The answer, as B.E.T. saw it, was, to use a phrase familiar in Commonwealth economics, "to diversify the economy." So it is that today the scores of companies operating under B.E.T.'s aegis include not only road transport, but fields as widely separated as hotels, laundries, plant hire, radio and television. Over this vast field Mr. Beddow, with his board colleagues and under the chairmanship of Mr. H. C. Drayton, casts a knowing eye.

His merits are recognized throughout the industry. For a long time he has been prominent in the affairs of the National Council for the Omnibus Industry, and has acted as spokesman for the employers' side at arbitrations and courts of inquiry, a function previously performed by Mr. John Spencer Wills, his deputy chairman and managing director. For this and other services he was made a C.B.E.

B.R.S. Bedford Fleet Cut By a Quarter

IN a reserved decision, Mr. W. P. S. Ormond, Eastern Licensing Authority, has reduced by about a quarter the A-licence fleet of British Road Services based at Bedford. They applied to transfer 45 vehicles, including 13 articulated units (274½ tons) and 17 trailers (43 tons), from Northampton to Bedford. They have been granted 33 vehicles (including 12 articulated units and 12 trailers), totalling 231 tons.

Mr. Ormond says that the 12 purchasers of the 20 licensed vehicles and seven trailers which B.R.S. sold with their Bedford depot in March, 1955, should be protected against abstraction. Eleven of the buyers opposed the application.

As reported in *The Commercial Motor* on November 27 and December 18, 1959, there were altogether 52 objectors. It was complained that B.R.S. had transferred the vehicles without authority.

Mr. Ormond says that the main purpose of the application was to move the bulk of the B.R.S. vehicles from Northampton to Bedford, so that they would be closer to the works of the London Brick Co., Ltd., at Stewartby (six miles from Bedford and 28 miles from Northampton), and to the Marston Valley Brick plant at Ridgmont, 11 miles from Bedford and 15-16 miles from Northampton. About 90 per cent. of the total work to be done from Bedford depot would be concerned with bricks, mainly from Stewartby and Ridgmont.

Unnecessary Dead Mileage

B.R.S. emphasized the dead mileage incurred by five vehicles on a trunk service from Luton to Bridgend, Glamorgan, when the vehicles were operated from Northampton. There was no claim that any new work originating in Bedford required the transfer of vehicles.

Some 45 vehicles had been based at Northampton, and in the two years to July 11 last they showed a slight drop in total earnings and mileage. Nine more vehicles had been transferred from the West Midlands to the East Midlands from May 7 last, but they were never employed in the East Midlands, and were brought directly to Bedford.

Not Heavily Employed

There was no evidence of difficulty in sub-contracting by B.R.S. The 45 Northampton-based vehicles earned about £166,000 a year, which, in Mr. Ormond's view, did not show heavy employment of the fleet. Although Marston Valley had increased their output from 445m. to 500m. bricks a year within two years, there was no evidence of a shortage of transport.

The Licensing Authority qualifies his statement on the protection of buyers of B.R.S. vehicles with the words: "The protection of existing hauliers in such circumstances will, of course, depend to a large degree on the justification from the customers' point of view of an applicant's desire to change his base."

Mr. Ormond calculates that not more than 29 vehicles have been employed on

the haulage of bricks, and 28 of them from Stewartby and Ridgmont. In addition, there were the five trunk lorries.

Announcing his decision to grant 33 vehicles and 12 semi-trailers, he says that it is in the interests of users that vehicles should be based as near to them as may be operationally economic and, subject to this factor, in the traffic area where the work is situated. The grant will not take effect until the period within which an appeal may be made has expired, or until an appeal has been disposed of.

[The case is likely to be discussed by the national licensing committee of the Road Haulage Association next Wednesday. They may decide to support an appeal.]

User Breach: Vehicle Suspended

BECAUSE of a departure from the normal user, an A-licensed vehicle belonging to Messrs. Green Bros., Connah's Quay, was suspended until April 1 by Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, at Wrexham on Monday.

An application had been made to amend the normal user of one vehicle to bring it into line with the rest of the fleet. Mr. J. A. Green, a partner in the firm, said that the vehicle had been acquired in 1951. It then had a normal user of "coal and produce for householders and shops, Wrexham and district."

He admitted that the vehicle had been carrying steel, road-making materials and paper. The terms of the user had not been investigated when the vehicle was acquired, he added.

Two Triangular Trailer Plates?

TO bring British practice into line with Continental requirements, the Minister of Transport proposes to change the trailer-plate regulations. The most important suggestion is that, subject to a transitory period of six years, all trailers except disabled vehicles should be fitted with two triangular reflective plates, which would act also as the obligatory rear reflectors. Where the trailer plates were fitted, no other rear reflectors would be needed.

Two trailer plates would be compulsory on new trailers built on or after January 1, 1961, and on all trailers in

Railways Cannot Carry Own Coke

THE Yorkshire Licensing Authority, Maj. F. S. Eastwood, has granted an additional condition on short-term B licence to Peter Slater, Ltd., for 27 vehicles to carry goods for Cawood Wharton and Co., Ltd., in Yorkshire, Lancashire, the Midlands and occasionally Derbyshire. British Railways had asked Cawood Wharton to transport 1,600 tons of gas coke from Tees-side to their engine works at Darwen, Lancs.

The first consignment was transported by rail in hopper wagons, but it was found on arrival that there were no facilities for bulk disposal and the wagons had to be unloaded by hand.

Slater's 27 vehicles were formerly on contract to John Heaton, Ltd., but were put on short-term licence late last year after agreement had been reached at a meeting of the road and rail negotiating committee. It was agreed that the lorries could carry goods for John Heaton, Ltd., coal for the National Coal Board from Yorkshire collieries to stocking grounds, pyrites from the Ministry of Supply, Widnes, to the West Riding and salt from Imperial Chemical Industries, Widnes, to Yorkshire councils.

For the British Transport Commission, who objected, Mr. G. H. P. Beames said that the licence had been renewed in 1954 with the same normal user. Mr. Green must have known that this was incorrect and he had not been complying with it for three years.

Mr. Green stated that he wanted all his vehicles to have similar normal users, to permit interchanging, and his application was supported by representatives from two industrial undertakings.

Giving his decision, Mr. Jolliffe said that Mr. Green was an experienced haulier and it was his business to know the full details of his normal user. After the period of suspension had been served, the vehicle could be operated on the normal user applying to the rest of the fleet, he added.

service as from January 1, 1967. Semi-trailers of articulated outfits would be included in this requirement.

The two triangular plates would have to be fitted also to trailers drawn by private cars, trailers built specially to carry round timber, land implements (except living vans) or agricultural trailers, and water carts drawn by road rollers. In these cases also, the material dates would be January 1, 1961, and 1967. It is proposed to allow reflective tape to be used instead of lenses.

Interested organizations have until February 20 to submit their observations.

Weight Increases to be Explained

A COMPANY who had repeatedly increased the unladen weights of their vehicles within the limit permitted without publication were called upon to explain the reason on Monday by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Newcastle upon Tyne.

Dent's Transport (Spennymoor), Ltd., Tudhoe Colliery, County Durham, were applying to add three vans to an A licence, to substitute a platform lorry for a van on another A licence, and replace a B-licensed vehicle by two heavier vehicles.

Mr. Hanlon said that a vehicle of 6 tons 19 cwt. had been specified on A licence in March, 1958, and taken off in November, when the company applied to substitute a vehicle of 7 tons 3 cwt.

Within seven days, he continued, the concern applied again to take off another vehicle of 6 tons 9 cwt. This step involved the addition of 15 cwt. to the weight of the specified vehicle, and there had been similar transactions by which other specified weights had been increased.

The company had started with an A licence for four vehicles each of about 5 tons 7 cwt., but they were now specified at some 7 tons 8 cwt.

Mr. T. H. Campbell Wardlaw, for the applicants, suggested that his clients had a vehicle which they used temporarily pending the delivery of new models. Mr. J. H. Dent, managing director, agreed with this and said that he never knew what the weights of vehicles he was to purchase would be.

The Authority responded that the vehicle in question was not new and had been off and on licence four times within days. Twenty-two changes to the licence had been made in a period of about 18 months.

He adjourned the hearing and said that he would want a history of the licence changes. The British Transport Commission appeared as objectors.

RATES ISSUE IN APPEAL

A CASE in which rates will be an important consideration will be heard by the Transport Tribunal in London next Thursday. S. Harfoot and Sons, Ltd., D. Griffith and Son, T. Griffiths and Sons and Robert Wynn and Sons, Ltd., are appealing against a grant by the South Wales Licensing Authority to S. Protheroe and Son.

The contentious Weaver appeal decision is likely to be quoted. The matter will be discussed by the national licensing committee of the Road Haulage Association next Wednesday.

NEW EFFORT TO FIND FORMULA

THE Road Haulage Wages Council will meet again on February 2 to consider afresh the wording of a proposed concession under which a man who worked on a customary holiday would be given a day off in lieu, as well as double pay for working on the holiday.

Mr. Marples Engaging Top Gear: New Bill for Wider Powers

BY OUR POLITICAL CORRESPONDENT

TRANSPORT problems are going to have a big place in Parliament this session. A new Bill from Mr. Ernest Marples, Minister of Transport, is confidently expected soon after reassembly at the end of this month. The Bill will give him greater powers to cope with congestion in London and provincial cities.

In London, for instance, the Pink Zone is to remain after April, and it will probably be copied in the provinces. Arterial roads in London may be cleared of all parked vehicles during rush hours. This will bring difficulty to commercial-vehicle traffic in loading and unloading, and M.P.s will watch the restrictions carefully so that they are not allowed to become unreasonable. There may also be a ban on right turns at intersections as well as the prohibition of U-turns that has worried many London taxi-drivers.

Mr. Marples is now believed to be about to appoint a traffic-engineering unit for London and to have a man in mind to head it. This idea will also be copied by go-ahead local authorities in the provinces. At the moment there are only one or two traffic engineers as such in the country, but such appointments are normal on the Continent.

Special Ministry Team

Those who have studied the problem are convinced that no real progress can be made either in London or outside it on the present hit-or-miss basis. Mr. Marples is expected to set up a special team in the Ministry of Transport to cope with London, for which he has special responsibilities under the Road Traffic Act, 1924.

The establishment of such a department in the Ministry would create a central team of experts who could advise the big cities of the provinces if they were to request it.

The Minister is also believed to be planning a new drive for more motorways to connect the south and west with the industrial north and Midlands. The M1 proved the speed with which these can be built, and the contracts for new motorways would be awarded so that there would be stretches of road long enough for each contractor to use the largest machines and the newest methods.

The teething troubles of M1 are not taken seriously but will provide guides for the future. Commercial traffic has already proved the value of M1, and new examples come in all the time.

In its present mood of urgency, Parliament is likely to be willing to give Mr. Marples all the powers he wants. Indeed, the Opposition, through their spokesman, Mr. Wedgwood Benn, have shown their willingness by their support for Mr. Benn's Private Bill to enlarge Mr. Marples' strength to deal with traffic. The Bill is only a demonstration, but it will, nevertheless, be a spur to the Government.

As well as all this, Mr. Marples is going in for long-term planning in a big way. M.P.s and city engineers all over the country will welcome this because they are now at the stage of planning road traffic for the first time since the railway displaced the stage coach.

Another step towards road safety is expected soon, perhaps next month, when the testing of old cars and light vans is likely to begin.

Transport Surplus Depressing Rates

TRANSFER of vehicles from B to A licence would be dangerous because there was already a surplus of transport in Hull and rates were going down. Mr. H. Hunter, managing director, Hunter's of Hull Transport and Warehousing, Ltd., said this at Bridlington last week when his company opposed a transfer application.

Maj. F. S. Eastwood, Yorkshire Licensing Authority, continued hearing the case of S. A. Bell, Ltd., Malton, to switch three vehicles of 12 tons from B to A licence. The earlier proceedings were reported in *The Commercial Motor* dated December 11, 1959.

Bell's vehicles were regularly operated in the Hull area although they were based in Malton, continued Mr. Hunter. Bell's A-licensed fleet had increased by 13 tons in the past 2½ years, and further addition would cause abstraction, he claimed.

Mr. Hunter agreed, under cross-

examination, that between 1954-59 his company had been granted many B-licence variations involving increased radii and better conditions. He pointed out that his objections were to a transfer and not unification of conditions.

For the independent objectors, Mr. P. Kenny submitted that Bell were seeking a valuable asset, but the supporting documentation was "shoddy." The only certified figures presented were gross haulage earnings and hiring figures for 12 months. This was not sufficient to establish a prima facie case.

The principle involved, added Mr. A. W. Balne, for the British Transport Commission, who also objected, was parallel with that in the Phillips appeal.

In this case the Transport Tribunal had reversed a decision of the Yorkshire Licensing Authority who had transferred five vehicles from B to A licence.

Maj. Eastwood on Monday announced the refusal of the application.



(Left) Mr. A. S. Bishop, retiring chairman of the Goodyear Tyre and Rubber Co. (Below left) Mr. G. W. Powell, managing director of the Esso company. (Right) Mr. W. H. Longley and Mr. D. F. Pierce have new appointments with Simms Motor Units.



Mr. A. D. REID has been appointed north of Scotland area manager of the S.M.T. Sales and Service Co., Ltd.

Mr. L. A. DUMPER has become a director of Wingard, Ltd. He controls the company's manufacturing division.

Mr. ALFRED WRIGHT has been appointed southern area representative of Evomastic, Ltd. He was previously a representative, in the same area, for Auster, Ltd.

Mr. ARTHUR BROADY, sales manager, tyre mileage, of the North British Rubber Co., Ltd., has retired after being with the company for 38 years. His successor is Mr. R. J. AINSIE.

Mr. A. S. BISHOP, who retires from the chairmanship of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., on January 31, will remain a director. He joined Goodyear in 1916 and became general sales manager in 1933. He joined the board as sales director in 1936. (See page 770.)

LORD RUSHOLME is to relinquish the chairmanship of the London Midland Area board of the British Transport Commission, but will remain on the board. SIR REGINALD WILSON will take over Lord Rusholme's duties, and cease to be chairman of the Eastern Area board. MAJ-GEN. G. N. RUSSELL will become chairman of the Eastern Area board and cease to be a member of the London Midland board. The changes will take effect in April.

B30

Men in the News

Mr. L. W. PAGE has been promoted to chief engineer of the Eastern Counties Omnibus Co., Ltd.

Mr. J. A. DORR has been appointed chairman of the Fort Dunlop local board of the Dunlop Rubber Co., Ltd., for 1960.

Mr. H. G. ANWORTHY, who was formerly a representative with Dodge Bros. (Britain), Ltd., and Chrysler Motors, Ltd., has joined Sparshatts (Metal Bodies), Ltd.



Mr. A. D. Reid.

Mr. W. H. LONGLEY has been appointed director and chief accountant of Simms Motor Units, Ltd. He became assistant chief accountant in 1956, and chief accountant two years later. Mr. D. F. PIERCE is now controller of material purchases.

Mr. I. H. HAYMAN, southern sales manager of the India Tyre and Rubber Co., Ltd., has retired. He is succeeded by Mr. W. G. D. BONE, formerly district manager at Kingsbury. Mr. G. STANDEN, who was representative for Oxford, Berks and part of Bucks, has become Kingsbury district manager, and his former duties have been taken over by Mr. S. FITCH. Mr. J. R. STEELE has been appointed manager at Southampton.

Mr. H. W. SANSUM has been appointed general sales manager of E.R.F., Ltd.

Mr. FRANK E. WHATTON, secretary of Willowbrook, Ltd., has retired after 57 years with the company.

Mr. J. A. AUDAS has been appointed rolling stock superintendent of West Hartlepool Transport Department.

Mr. R. K. SUTTON has been appointed general manager of the Ashton-under-Lyne branch of H. and J. Quick, Ltd.

Mr. PAUL CASARES has become sales-promotion superintendent of the Regent Oil Co., Ltd. He was formerly with the company's southern region.

CLLR. M. W. BEASTALL, managing director of Beastalls, Ltd., removal contractors, Tunbridge Wells, has been nominated mayor-elect of Tunbridge Wells.

Mr. F. R. PYWELL has been elected chairman of the Southampton centre of the Institute of Traffic Administration. The vice-chairman is Mr. A. G. THYER.

Mr. A. L. NORTON, buyer and stores officer of the East Kent Road Car Co., Ltd., has retired. He is succeeded by Mr. A. J. BULBECK, his assistant.

Mr. ALAN D. HEWITT has joined Brake Linings, Ltd., as area sales manager for Cumberland, Westmorland, Northumberland, County Durham and Yorkshire. He was formerly northern sales manager of Specialloid, Ltd.

Mr. ALEX N. GIBB, who was appointed general manager of Lombank Scotland, Ltd., last November, has become managing director. Mr. GORDON F. SKILTON has been appointed executive director.

Mr. G. W. POWELL has been appointed a managing director of Esso Petroleum Co., Ltd. He joined the company in 1923, became marine general manager in 1954 and was appointed to the board in 1957. His father, the late Mr. F. E. POWELL, was chairman of the Anglo-American Oil Co., Ltd., as Esso were previously known.

OPERATING EFFICIENCY

Full forward control, with new wide-vision cab over front springs and power unit forward of front axle, provides exceptional bodyspace and balanced load distribution.

STURDY AND POWERFUL

Ample power is provided by either a fully-proved 4-cylinder petrol or diesel engine, whilst chassis, body and cab are all built to endure the most gruelling working conditions.

ECONOMICAL PERFORMANCE

The Karrier 'Bantam's' combination of strength, lightness and accessibility reduces both running and maintenance costs to an extremely low level.

SALIENT FEATURES

Powered by either 4-cylinder o.h.v. 53 b.h.p. petrol engine embodying chrome cylinder bores for phenomenal life, or 54 b.h.p. 4-cylinder light diesel engine for great economy.

Full forward control, giving exceptional manoeuvrability.

Bodywork cleared of obstructing wheel arches.

Over 11' bodyspace on 8' 2" w.b. chassis; over 14' on 10' 2" w.b. chassis.

Powerful hydraulic brakes.

Comfortable all-steel cab with panoramic windscreen.

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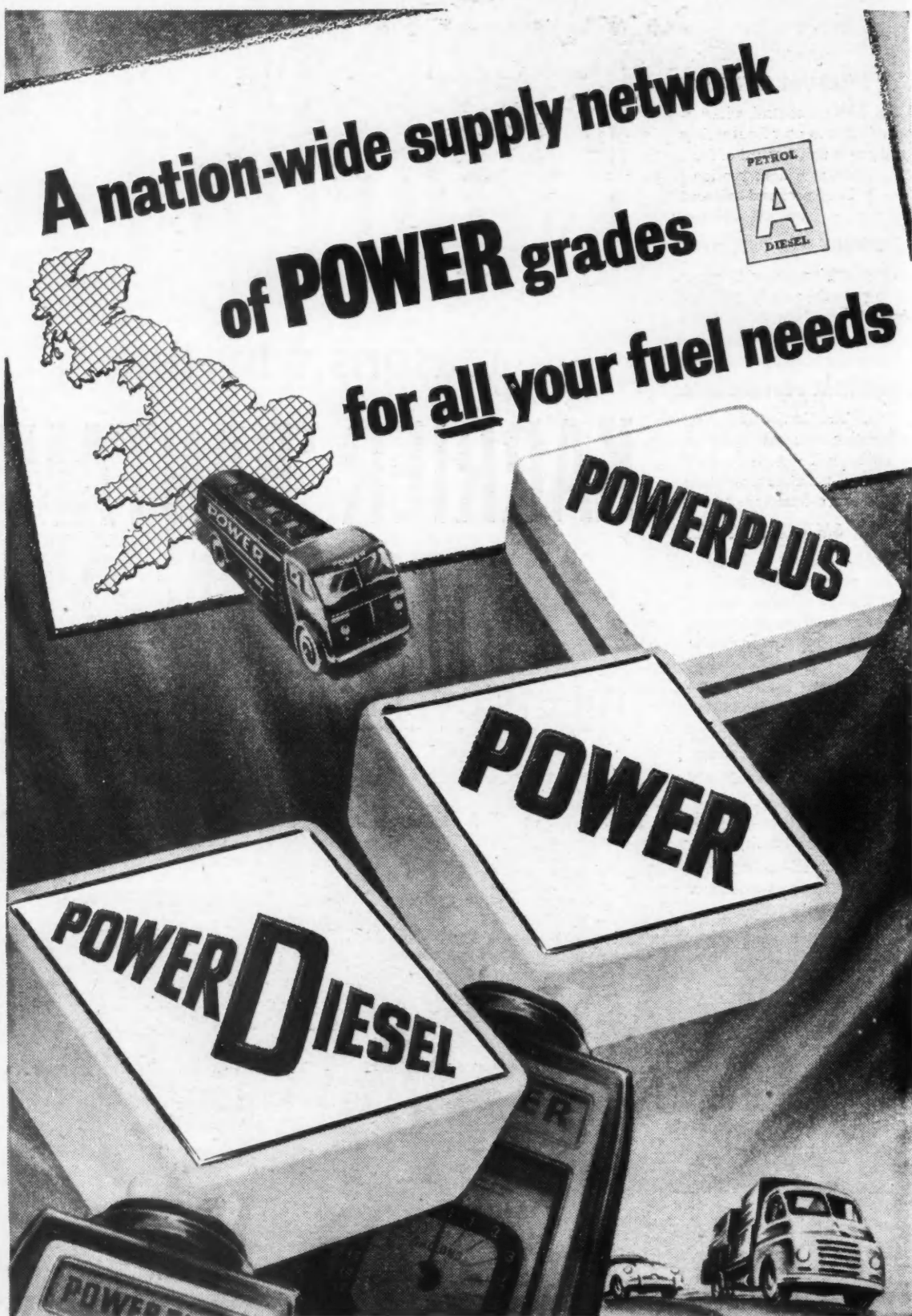


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B.R.S. Strike Loses Strength

THE "wildcat" strike of British Road Services' drivers and bank staff, sparked off by disagreement over the new 30-m.p.h. speed limit agreement, was steadily losing strength this week.

Although more than 3,000 men were at first affected by strikes throughout the country, on Wednesday the strikers' only stronghold was in London. There, some 1,400 men were still out, the figure having been boosted by 50 from the Grays depot, which became idle on Monday. Another 200 men employed in London by B.R.S. (Pickfords), Ltd., were still out on Wednesday.

The only other pockets of trouble were at Thornaby-on-Tees, where 125 men were involved, Norwich, with 102 men idle, and Chelmsford, where 20 men were out.

A spokesman of B.R.S. told *The Commercial Motor* that the men who had returned to work had accepted the terms and conditions of the new agreement. Frequent meetings had been held between the management and union officials. The men had been offered no added incentive to return to work.

At the week-end, Mr. F. Eastwood, national secretary of the Transport and General Workers' Union, said that they would do everything possible to secure bonus schemes to compensate workers, other than drivers, for the extra pressure of work brought about by the new agreement.

NEW SERVICE CENTRE

PREMISES in Horton Street, Halifax, have been taken over by Park Motors (Halifax), Ltd., to establish a repair and service centre for commercial vehicles. The company will erect a new single-storey building in Portland Place, Halifax, to make an additional showroom.

Birmingham Traders Fighting Ban

"SERIOUSLY perturbed" by the ban on loading and unloading at peak hours approved by Birmingham City Council, a committee representing 23 traders' organizations wishes to meet the chief constable and discuss it with him.

The Traders' Road Transport Association and Birmingham Chamber of Commerce are members of the committee, who claim that distribution costs will rise unless the ban is relaxed.

They wish the evening-peak ban on loading or unloading on the nearside to be from 5-6.30 p.m. instead of 4.30-6.30 p.m., and the Saturday prohibition from noon to 2 p.m. to be abolished.

Mr. G. A. Morgan, chairman of the committee, has said that they had received especially strong representations from dairymen, bakers, confectioners, and greengrocers.

NO PARKING ON PARADE

AS reported on page 773, London's Pink Zone traffic scheme is to continue after April, when the parking facilities on Horse Guards Parade will no longer be available and a new parking-meter plan comes into operation in Mayfair. This will be on April 4.

The Ministry of Transport stated on Tuesday that the experimental ban on loading and unloading in certain places will be continued for the present, although alternative measures may be introduced in the spring.

COMPULSORY WINDING-UP

THE compulsory winding-up of Crofton Road Transport, Ltd., Romany Rise, Orpington, Kent, was ordered by Mr. Justice Buckley in the Chancery Division, on Monday. It was issued on the petition of a judgment creditor for £272. The company were not represented.

"£25m. Saving on Tyres"

VEHICLE owners would save £25m. a year if there were the competition among tyre suppliers which could be brought about by the removal of the 30-per-cent. import duty on tyres.

This was stated at a Press conference in London on Tuesday by Mr. Richard Lamb, chairman of the tyres committee of the Free Trade Union. As reported in *The Commercial Motor* last week, the Union are to apply to the Board of Trade in February for the removal of the duty.

He recalled that this was introduced in 1927 to raise revenue, but today it merely kept imports out, and manufacturers, he alleged, sheltered behind the duty and overcharged for their tyres.

The Monopolies Commission in 1955 revealed the manufacturers' price rings, but the Government ignored their report. Now tyre manufacturers kept up their fixed retail prices by threats of injunctions and claims for damages in the High Court under the provisions of the Restrictive Practices Act.

The lack of price competition in tyres so condemned by the Commission still persisted, said Mr. Lamb, and he cited the simultaneous 2½-per-cent. price rises.

Good branded tyres were available for import, and some retailers, risking "the wrath of home manufacturers," had sold them at less than the fixed price of tyres made in this country even after paying the duty.

Over 11m. tyres were sold each year at a cost of nearly £90m., said Mr. Lamb. In addition to what vehicle owners might save, cyclists and farmers with tractors would spend £3½m. a year less, he added.

BALLAST DRIVERS' WAGES REVISED

NEW minimum pay scales of drivers of C-licence vehicles in the ballast and sand industry have been negotiated. They are effective as from the first full pay period falling on or after January 1.

The class 1 hourly rate for drivers of vehicles under 12 tons gross weight is 4s. 1½d. and the class 2, 4s. 0½d. Class 1 drivers of vehicles over 12 tons now receive 4s. 2½d. an hour, and class 2 are paid 4s. 1½d.

VEHICLE PLANT IN GHANA

AN assembly plant which will produce 100 vehicles a month has been opened at Tema, Ghana. The factory is the largest single industrial venture in Tema, claims Sir Patrick Fitz-Gerald, chairman of the United Africa Co., who pioneered the project. The capital cost was £250,000, of which £140,000 was spent on plant and machinery.

U.S. OUTPUT UP

DESPITE the steel strike, production of commercial vehicles in America increased by about 25 per cent. during 1959 compared with 1958. Total 1959 production was 813,135 vehicles, as against 650,711 for the previous year. The General Motors Corporation produced 403,631 commercial vehicles.



Two of the fleet of 16 Leyland Tiger Cubs operated by the Mexborough and Swinton Traction Co., Ltd., picking up passengers outside the Park Gate steelworks, near Rotherham. The vehicles have Weymann 44-seat bodywork.

Have B.R.S. Unauthorized Units for Tees-side Steel Traffic?

FROM OUR OWN REPRESENTATIVE

STOCKTON-ON-TEES, Tuesday.

HAVE British Road Services been moving special-type vehicles into the Tees-side area, without authority, to meet increasing demands for the carriage of structural steel?

This question was raised today when Siddle C. Cook, Ltd., A. Stevens and Co. (Haulage), Ltd., and Messrs. Sunter Bros. withdrew their objections to an application by Freeman, Volkers and Stuart, Ltd., Stockton, to transfer a vehicle from special-A to A licence.

The hearing was a continuation of that reported in *The Commercial Motor* dated October 16, 1959. Mr. J. A. T. Hanlon, Northern Licensing Authority, presided on that occasion but today's proceedings were before his deputy, Mr. G. W. Duncan.

For Cook, Stevens and Sunter, Mr. T. H. Campbell Wardlaw remarked that it was unfortunate that a case almost concluded by Mr. Hanlon should have to be started again.

Mr. Duncan had read a letter from Dorman Long (Steel), Ltd., which stated that the company had made arrangements with B.R.S. to overcome transport difficulties with existing licensed vehicles, and that the concern were not prepared to give evidence of need until these arrangements proved inadequate.

Mr. Wardlaw said that this was "startling information." Independent operators were satisfied that B.R.S. originally had no suitable vehicles available for steel traffic, and wanted to know where they had come from and by whom they were authorized.

The objections, which had been directed against the carriage of long pieces of steel, were withdrawn after an adjournment. There was no objection by the British Transport Commission, and the application was granted.

Freeman, Volkers and Stuart also sought to add to their A licence a big unit which had been employed

under a short-term contract but were unsuccessful.

When an application by Cook came up for hearing, Mr. J. L. R. Croft, for the British Transport Commission, who objected, requested an adjournment on the ground that supporting evidence had been handed to his clients only 10 minutes before.

Mr. Wardlaw, for Cook, submitted that this was a pretext to gain time. Mr. Duncan, nevertheless, allowed an adjournment, during which, said Mr. Siddle C. Cook, the railways and B.R.S. would circulate all his customers. In future, he added, his figures would all be produced on one sheet of paper.

The application was for the addition of a rigid vehicle and two articulated outfits to his fleet. Mr. Cook said that he was unable to cope with customers' demands. Employees had been injured because they had to unload in the dark.

Attempts to hire vehicles from B.R.S. had failed. He had been told that B.R.S. had no pole vehicles in the area, and that all eight-wheelers were fully booked. If this evidence were challenged, he could produce a tape-recording of the conversation.

Harking back to earlier proceedings, Mr. Cook said that B.R.S. had no vehicles licensed in the Tees-side area capable of carrying Dorman Long's long-steel traffic.

Two Seddon-Cummins Types at Show

AMONG the Seddon models to be exhibited at the Brussels Motor Show by Etablissements Hocké will be two Cummins-powered chassis and two six-wheelers with Gardner 6LX 150 b.h.p. oil engines. Another will be a 15/10 14-ton-gross four-wheeler with Leyland O.375 110 b.h.p. oil engine and plastics-panelled cab.

The two Gardner-engined DD6 six-wheelers are both rated for a gross vehicle weight of 24 tons, and are identical in specification except for wheelbase lengths. One has a wheelbase of 14 ft. 6 in. and the other 17 ft. 9 in.

David Brown 557/480 five-speed over-drive-top gearboxes are fitted, and 8½-in. centre worm axles are used at the double-drive rear bogies. Power steering and 11.00-20-in. (12-ply) tyres are specified.

A Cummins NH-195 oil engine, the gross output of which is 195 b.h.p., powers the DD6/TP heavy-duty six-cyl

wheeler exhibit. This has an air-operated clutch, Fuller Roadranger 10-speed gearbox, and double-drive bogie with double-reduction axles. The 11-in.-deep chassis frame has full-length reinforcing channels, and the gross weight rating is 26 tons. Unlike the other two six-wheelers, this exhibit has an all-steel cab instead of the more usual Seddon plastics unit.

The other Cummins-powered model is an SD4 9-ft.-wheelbase tractive unit rated for a gross train weight of 32 tons and similar to the vehicle road tested by *The Commercial Motor* (August 21, 1959).

The engine is the NH-180 unit, developing 180 b.h.p. at 2,100 r.p.m., and it drives through a David Brown 557/480 five-speed gearbox and double-reduction rear axle. This vehicle also has an all-steel cab, and tyre equipment is 11.00-20-in. (12-ply).

The Show opens tomorrow.

MUNICIPAL OPPORTUNITIES

Wallsend Corporation are to buy a Commer 3-tonner.

Wrexham Borough Council are to acquire a Bedford tipper.

Merioneth County Council are to purchase a B-type water tender.

Hull Health Committee require four Morris-Appleyard ambulances.

Skegness Urban District Council are advised to acquire an S.D. refuse collector.

Cheltenham Highways Committee wish to purchase four Karrier refuse collectors.

Stoke-on-Trent Cleansing Department require a Bedford 10-12-cwt. van and a 15-cwt. chassis.

Northampton Transport Committee recommend that six Daimler-Gardner bus chassis be purchased.

Worsley Urban District Council seek tenders for the supply of an Austin 5-cwt. van and a Bedford tipper.

Dudley Corporation are advised to acquire a refuse collector, a Bedford Workobus and a 15-cwt. pick-up, and a Morris ambulance.

Wandsworth Borough Council are advised to obtain two Karrier-Yorkshire sweepers from Rootes, Ltd., also two Manuletric street orderlies.

Liverpool Highways Committee advise that Thos. S. Whitney and Co., Ltd., supply two refuse collectors. The health committee wish to buy six Morris-Appleyard ambulances. The vehicles will have Cary Laminair springs. The libraries committee seek to obtain a Bedford mobile library from Wilson and Stockall, Ltd.

Grant for Research by C.I.E.

A GRANT of £35,000 has been made by the Eireann Government towards the cost of the establishment of a development and research unit by Córas Iompair Eireann. The aim is to mechanize the movement of goods as much as possible.

A major reorganization of C.I.E. goods-handling techniques is planned. Priority will be given to a study of the uses of prepacked containers.

A highly mechanized pilot warehouse has been constructed by the C.I.E. in Dublin to demonstrate new handling techniques.

REDUCING CONGESTION

PROPOSALS to reduce traffic congestion have been made to the city council by the Newcastle upon Tyne Chamber of Trade. It is suggested that private car parking in the city centre should be banned before 10 a.m. and that the present system of "funnelling" too many public service vehicles through one arterial thoroughfare should be avoided.

Traffic wardens should be appointed, say the chamber, and lanes should be marked in main streets.

FORTHCOMING EVENTS

January 16-27.—Brussels Show.

March 10-20.—Geneva Show.

April 26-29.—Institute of Transport congress, London.

April 28.—Institute of Transport annual dinner, Dorchester Hotel, London, W.1.

May 2-3.—National Association of Furniture Warehousemen and Removers' annual conference, Bournemouth.

May 3-13.—Mechanical Handling Exhibition, Earls Court, London.

May 4.—British Association of Overseas Furniture Removers annual conference, Bournemouth.

May 17-19.—Public Transport Association annual conference, Scarborough.

May 20-22.—Institute of Traffic Administration conference, Black Boy Hotel, Nottingham.

June 14-17.—Institute of Public Cleansing annual conference, Portsmouth.

July 5-8.—Royal Show, Cambridge.

September 23-October 1.—Commercial Motor Show, Earls Court, London.

October 6-16.—Paris Show.

October 10-12.—Road Haulage Association annual conference, Blackpool.

November 3-13.—Turin Show.

Rail Inconvenient for New Cars

IT was inconvenient to use the railway for the delivery of new cars, because their tanks had to be drained before transit, and fresh petrol had to be brought to the arrival point in cans.

Mr. J. A. T. Hanlon, Northern Licensing Authority, was told this by a witness on Monday when G. A. Glendinning, Ltd., Shotley Bridge, County Durham, sought a B licence for a car transporter.

Mr. T. D. Kirkby, sales manager of a Newcastle upon Tyne concern of vehicle distributors, said that customers did not like to have new cars driven up from the works where they were made, and mentioned the snags in rail delivery.

When Mr. I. Robey, for British Railways, who objected, explained that petrol could not be carried in the tank of a car being hauled by rail under the Carriage of Goods by Rail Act, the Authority commented that this needed examination. Vehicles did not require to be drained for sea or air transport.

Mr. T. H. Campbell Wardlaw, for the applicants, said that their case was only the second of its kind to come from a heavily populated area.

The hearing was adjourned.

ROBERTS TANK FOR POINTER

AN eight-wheeled articulated tanker supplied to Pointer's Transport Services, Ltd., Norwich, by Boshier of Norwich, Ltd., has the largest road tank yet built by Charles Roberts and Co., Ltd. The 3,600-gal. vessel is mounted on Cranes running gear and drawn by a Guy tractor.

The outfit weighs under 11 tons unladen and is designed for a gross load of 24 tons. It is the first of many for the growing Pointer fleet.

Charles Roberts have made railway rolling stock for 100 years, but are now producing road vehicles because of a drop in railway orders.

25 LEYLANDS FOR IBERIA

FIFTEEN Leyland - M.C.W. Worldmaster 28-seat crush-loaders, similar to 125 already in service, have been ordered by the municipal undertaking in Madrid, Spain, and 10 Worldmaster chassis are to be supplied to Oporto, Portugal.

All vehicles will have 18-ft. wheelbases and Pneumo-Cyclic gearboxes. The Oporto chassis, which will have locally built bodies, will incorporate exhaust brakes.

BIG ORDER FOR A.E.C.

A FURTHER order to the value of nearly £50,000 has been placed by Usine et Tramways Electriques de Luxemburg with A.E.C., Ltd., for 16 Reliance and four Regal Mark IV buses, equipped with Monocontrol. The vehicles are special short-wheelbase versions designed to give a high power-to-weight ratio for operation in the Ardennes.

Micrograms . . .

Michelin Move: The Cardiff depot of the Michelin Tyre Co., Ltd., has been removed to Garth Street, Adamsdown, Cardiff.

Factory Extension: A new 35,000-sq.-ft. extension to the factory of Beckett, Laycock and Watkinson, Ltd., London, N.W.10, has been opened.

Yale Depot: The Yale and Towne Manufacturing Co., Ltd., have opened a new service depot at Ripple Road South, Barking, Essex.

Correct Status: The status of Mr. C. Collins, referred to in last week's issue, is Birmingham manager of Collins Express Parcel Service, Ltd.

No Bailey Bridge: A proposal to build an over-bridge on the Kingston By-pass with Bailey-bridge sections has been dropped because it is not thought worth while.

Bishop Auckland Station? Plans for the construction of a £22,000 bus station at North Bondgate, Bishop Auckland, are being considered by the local council.

Area Banquet: The banquet and ball of the Metropolitan and South-Eastern Area of the Road Haulage Association will be held at Grosvenor House, Park Lane, London, W.1, on March 14.

Longer Holidays: Employees of the AC-Delco Division of General Motors, Ltd., are to have longer holidays with pay this year. They will get an extra period of between a day and a week.

Flyover Closure? The new flyover at Chiswick, London, may have to be closed when the Army tackle the removal of a 2,000 lb. unexploded bomb believed to be 50 yd. away and 24 ft. deep in the ground.

Tyres Dearer: The prices of tyres and tubes manufactured by the India Tyre and Rubber Co., Ltd., and Pirelli, Ltd., were increased by 2½ per cent. on Monday. Increases by the Dunlop and Firestone concerns were reported last week.

Fried Manufacture: Weldall and Assembly, Ltd., Stourbridge, Worcs, have been licensed by the Fried Steel Equipment and Manufacturing Corporation, New York, U.S.A., to make Fried materials-handling units and market them anywhere in the world except the Americas.

Flying 2-tonner: Last week a laden standard Austin 200 forward-control petrol-engined 2-ton lorry completed 69 miles on the London-Birmingham motorway at an average speed of 63.4 m.p.h. and a consumption rate of 9.3 m.p.g. The maximum speed observed was 77 m.p.h.

NEW TRANSPORT COMPANIES

Edwards and Co. (Haulage), Ltd. Cap. £100. Dirs.: P. H. Edwards and G. Edwards, The Cottage, Ash Road, Hartley. Sec.: P. H. Edwards. Reg. office: Station Road, Longfield.

Ernest Seddon (Transport), Ltd. Cap. £1,000. Dirs.: E. Seddon and A. Seddon, 51 Old Lane, Eccleston Park, Prescott. Sec.: E. Seddon. Reg. office: 51 Old Lane, Eccleston Park, Prescott.

Williams Bros. (Queensferry), Ltd. Cap. £40,000. Dirs.: L. Williams, Alynedene, Trenddyn, near Mold, Flint; J. L. Williams, Bryn Mair, Llanfynydd Road, Mold; E. L. Williams, A. H. Williams and G. Heaton, Sec.: R. Jones. Reg. office: 76 Station Road, Queensferry, Flint.

A. W. Earp, Ltd. Cap. £100. Dirs.: A. W. Earp and A. F. Earp, 15 Comerford Road, London, S.E.4. Sec.: A. W. Earp. Reg. office: 115 Moorgate, London, E.C.2.

John Roscoe and Sons, Ltd. Cap. £1,000. Dirs.: J. Roscoe, 15 Fir Road, Winton, Lanes; and R. Roscoe, 20 Bury Street, Pendleton, Salford, 6. Sec.: J. Roscoe. Reg. office: 38 Windsor Road, Salford, 5.

L.H. Haulage, Ltd. Cap. £5,000. Dirs.: F. H. Harper and N. Harper, Ashlea, Thorpe, near Wakefield. Sec.: N. Harper. Reg. office: Ashlea, Thorpe.

B.T.C. Revenue £4.5m. Down

REVENUE from the transport activities of the British Transport Commission was £4.5m. lower last year than in 1958. It fell from £653.4m. to £648.9m. Rail goods receipts dropped from £322.5m. to £306.6m., but rail passenger revenue rose from £137.6m. to £139.7m.

The Commission's provincial and Scottish bus undertakings improved their revenue from £59.8m. to £60.6m. Similarly, London Transport road passenger services increased their earnings from £48.4m. in 1958, when the bus strike occurred, to £54.9m. last year, but their rail revenue dropped from £24.3m. to £23.8m.

OVERTIME BAN IN BIRMINGHAM?

PEAK-HOUR bus services in Birmingham will have to be drastically cut if the threat by bus crews to ban all overtime is implemented. The men are protesting against delay in dealing with their claim for a six-day 40-hour week.

Resolutions calling for a ban have been submitted to the central bus committee of the Transport and General Workers' Union. Mr. Harry Green, district secretary, said on Monday that if the resolutions were agreed the effect on bus services in the city would be "extremely grave."

Birmingham Transport Department are at present short of 900 platform staff, and services are maintained at present only by seven-day-a-week working and excessive overtime, added Mr. Green.

GLIDERWAYS REJECTED

THE West Midland Traffic Commissioners, considering that existing services are adequate, have rejected the application by Gliderways Coaches, Ltd., to carry schoolchildren. As reported last week, the company had been supplying contract vehicles for the purpose, but discovered that parents were being charged.

The application was made with the intention of regularizing the position, and weekly fares would have been charged.

OBITUARY

WE regret to record the deaths of Mr. JACK VICTOR SCOTTORN and Mr. GEORGE HENRY THREADGOLD.

Mr. Scottorn, who was 63, was the founder and managing director of Scottorn, Ltd., and Victor (Swedish Vehicles), Ltd.

Mr. Threadgold, who was 60, was the distribution and supply manager of the accessory division of S. Smith and Sons (England), Ltd.

SEVEN AUSTINS AT BRUSSELS

TWO models from the new FG range will be displayed on the Austin stand at the Brussels Motor Show, which opens tomorrow. These will be a 200 petrol-engined 2-tonner and a 304 oil-engined 3-tonner. Other Austin exhibits include normal- and forward-control 5-tonners, a 702 oil-engined 7-tonner, an A55 ½-ton van and a 152 ½-ton van.

Hauliers "Not Interested" in the Carriage of Vegetables

HAULIERS in the Eastern and Yorkshire Traffic Areas had been asked to carry agricultural produce from the Eastern Counties and Yorkshire to the north-west, but were not interested in the work. This was alleged at Preston last week when Killingbeck (Transport), Ltd., Blackburn, applied to Mr. F. Williamson, North Western Licensing Authority, for an additional articulated unit on A licence.

Mr. R. Killingbeck, managing director, said that since August, 1959, the transport of root vegetables from Lincolnshire and surrounding counties to the north-west for Miss Eatough, Blackburn, had become substantial.

A short-term licence had previously been sought, but the Authority had stated that hauliers in the areas concerned should be given the opportunity of doing the work.

Mr. Killingbeck said that he had approached the chairman of the Yorkshire Area of the Road Haulage Association, who had told him that his members could do it, but a letter requesting rates had not been answered.

A similar communication to the R.H.A. office at Cambridge, where half of the work originated, was not answered until October 21. The reply stated that Cambridge operators were not greatly concerned with Lincolnshire.

Although a short-term licence had been refused, no haulier from the originating areas had carried any of the vegetables, said Mr. Killingbeck.

For the applicants, Mr. J. A. Dunkerley explained that they formerly traded as Nightingale and Harvey, Ltd., in association with T. J. Walmsley, Ltd., Blackburn, who specialized in ferry work to Northern Ireland.

In March, 1959, the Walmsley shares were disposed of with the ferry work, whilst the general haulage was retained by Killingbeck. Two of Walmsley's rigid vehicles were retained on hire, but these were to be withdrawn on January 31.

Nominal Figure

Although the turnover figures were shown from January, 1958, those for the first 12 months could not be used for comparison. This was because Killingbeck hired to Walmsley at a nominal figure when the two companies were under the same control.

It was not possible to split figures between five A- and four B-licensed vehicles because the B vehicles were used for collection and delivery for the long-distance vehicles.

Cross-examined by Mr. J. Booth, for British Railways, who objected, Mr. Killingbeck agreed that part of Miss Eatough's work was formerly done as return loads by Walmsley.

Mr. Booth submitted that as the two companies were closely linked and Walmsley had an application pending, their two cases should be linked. This was especially desirable in view of the "unusual" hiring arrangements.

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Of six Walmsley vehicles previously engaged on general traffic, only three were now working for Killingbeck. If the other three had been transferred, the company would have a surplus. Killingbeck had taken over the goodwill for traffic without the vehicles to carry it.

In reply, Mr. Dunkerley pointed out that additional special-A vehicles had been acquired to deal with the Walmsley traffic. The two companies were no longer connected and the Walmsley vehicles were not based at Blackburn.

Miss Eatough stated that although rail rates were cheaper than road, the service could not be compared. In October, a rail delivery of vegetables from Holme, Cambs, to Manchester took five days.

Later in the month a consignment took four days and the goods had to be disposed of for cattle food. Growers refused to use the railways again.

The hearing was adjourned.

POLES SUPPLYING TURKS

POLAND is to sell 40 tankers to Turkey. They will be built at the Zastal works and delivered within the first nine months of this year. The deal was negotiated by Metalexport, the Polish foreign-trade agency.

No Penalty, Mr. Williamson Decides

AFTER hearing evidence about the introduction of a new maintenance system last week, Mr. F. Williamson, the North Western Licensing Authority, decided that the public- and special-A licences of J. Bradley (Accrington), Ltd., should not be suspended or revoked.

The Authority had indicated that he might revoke the licences because of offences with regard to the maintenance of vehicles, exceeding the speed limit, operating without the appropriate licences, and incorrect drivers' records.

Mr. J. A. Dunkerley, for the company, said that they apologized for all they had done, but in some cases did not regard themselves as morally responsible.

Mr. J. Bradley, managing director, admitted that he had been issued with eight prohibition notices since July, 1958, five of them being immediate. Since 1955, when he had formed the company, he had appeared in court nine times concerning other offences.

He now wanted to do everything he could to avoid a repetition of such events, and four months ago had built a modern garage containing up-to-date maintenance equipment. His son had been trained as an engineer, and was qualified to look after maintenance.

G.M.C. Adopt I.f.s. for 1960 Models

INDEPENDENT front suspension by torsion bars has been applied to many of the American G.M.C. commercial-vehicle models for 1960. These include a new series of forward-control chassis with steel tilt cabs, and a 243-cu.-ft. forward-control van with a 133 b.h.p. petrol engine and a gross weight rating of 2½ tons. New ½-ton and ¾-ton models have coil-spring rear suspension as standard, axle location being by trailing arms.

New semi-forward-control models for operation at up to 54 tons gross train weight have also been developed. The tilt-cab types are known as the L series and include four- and six-wheelers with gross ratings from 8½ to 34 tons. Oil and petrol V engines of up to 275 b.h.p. are offered, and independent front suspension is standard. The cabs are counter-balanced for easy tilting to 55°.

Tilt cabs were originally introduced by G.M.C. for their DLR and DFR forward-control tractors (*The Commercial Motor*, January 16, 1959), but these cabs—which remain in production—are of aluminium construction and designed to have as short a distance as possible between the bumper and the rear of the cab.

Now known as the 7,000 series, the DLR and DFR types have been supplemented by six-wheeled versions. Steel springs are offered as alternative equipment to the air suspension formerly fitted as standard. Load-carrying models rated for up to 15 tons gross are available. The standard power units are V6 or V8 oil engines.

A system of periodic maintenance had been introduced. On all the drivers' records sheets there was space for them to report anything which was wrong.

Mr. Bradley said that he had 19 vehicles and two trailers, 15 of which were on public-A licence and four special-A. On the two occasions when vehicles had been found to be on the road without licences, it had been without his authority.

Mr. Dunkerley said that there was no defence one could put forward in respect of drivers' record offences, but it was the duty of the driver to keep the records.

Mr. Bradley never gave his drivers such an amount of work to do that they had to exceed the speed limit to complete it. Hauliers were easily found guilty of offences for which there was no moral guilt, as was the case with incorrect records and exceeding the speed limit.

Mr. Williamson said that in view of the size of the fleet, the number of offences committed, and the steps Mr. Bradley had taken to ensure the smooth running of the business in the future, he had decided against revocation. If, however, any future occasion arose to bring the company before him, they would have to accept "the most severe punishment."

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Diesel Engines...

Proved again for POWER *plus* ECONOMY



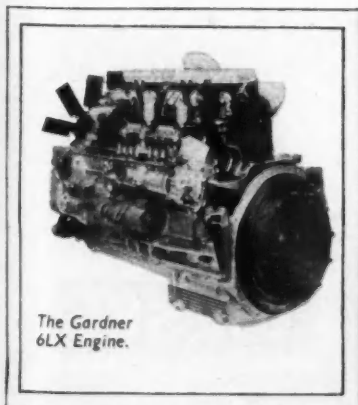
This Atkinson vehicle, loaded to 24 tons gross and fitted with the 6LX Gardner Engine of 150 b.h.p. averaged 12.17 miles per gallon during recent journeys between Hull and London, and Hull and Nottingham.

Mr. E. W. Tomlinson, Manager of Messrs. Arrow Bulk Carriers Ltd., has sent us a report on the Gardner 6LX Engine fitted in their Atkinson 8-wheeler vehicle.

For the months of April, May and June, 1959, the fuel consumption figures were **10.50, 10.97 and 11.00 miles per gallon** respectively—covering an aggregate mileage of 13,955 at an overall average speed in excess of 23 m.p.h.

In addition, a special observation was made on two recent journeys: During these journeys, from Hull to the London area carrying a load of 24 tons gross and returning to Hull empty; followed immediately by Hull to the Nottingham area, loaded 24 tons gross and return to Hull empty, very careful measurement indicated that the resultant aggregate consumption of fuel was **12.17 miles per gallon** at a very satisfactory average speed.

Mr. Tomlinson goes on to say that from his point of view the figures are outstandingly good and he finds it impossible to adequately express his satisfaction; also that the performance exceeds the claims made for the engine. This is indeed significant, for our claims are necessarily high, being based on years of specialised development, careful craftsmanship and proved performance.



The Gardner 6LX Engine.

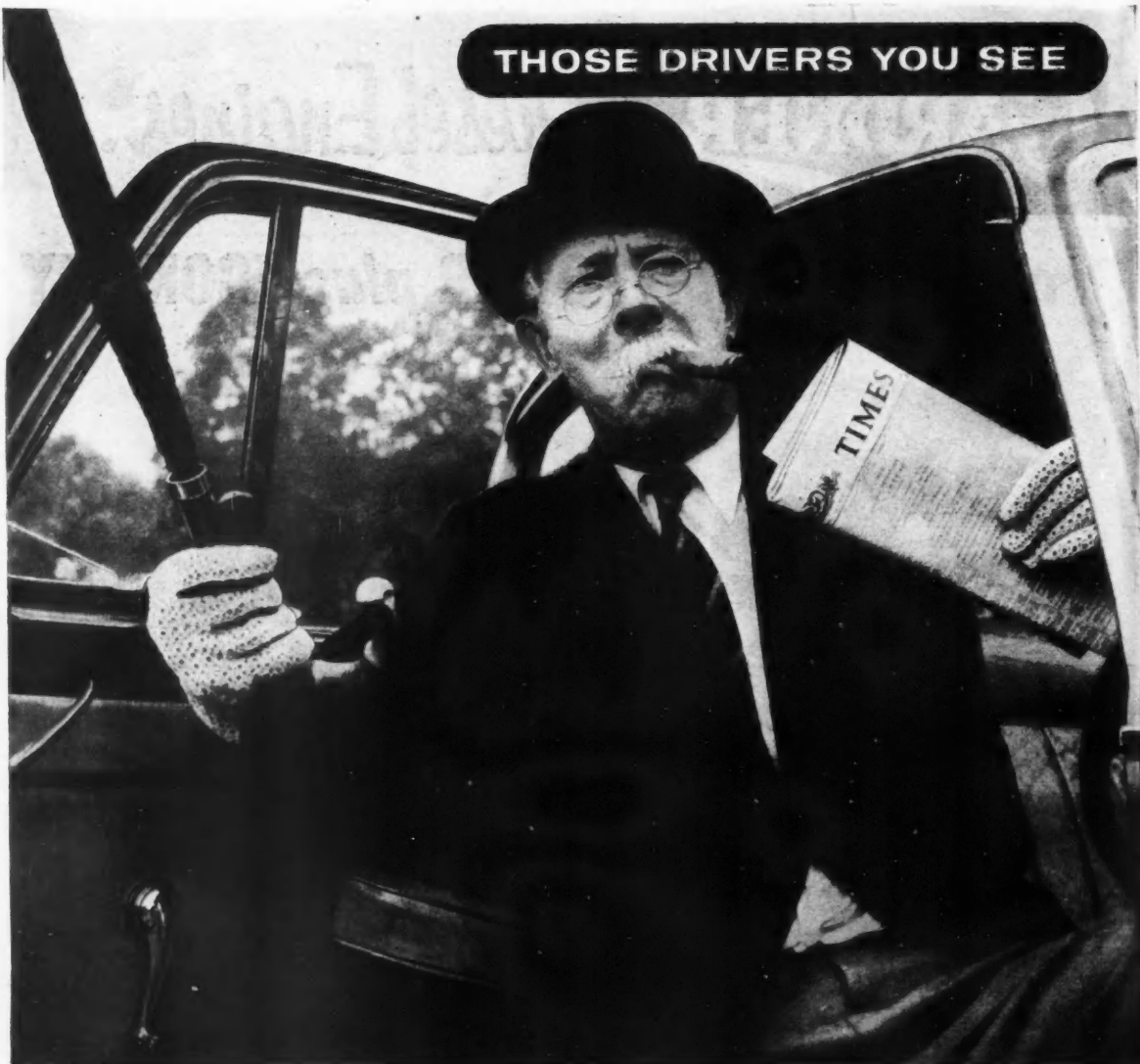
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NORRIS, HENTY & GARDNERS, LTD.
(Proprietors: L. Gardner & Sons, Ltd.)
PATRICROFT MANCHESTER

London: Abford House, Wilton Road, S.W.1.

Glasgow: 124 St. Vincent Street, C.2.

THOSE DRIVERS YOU SEE

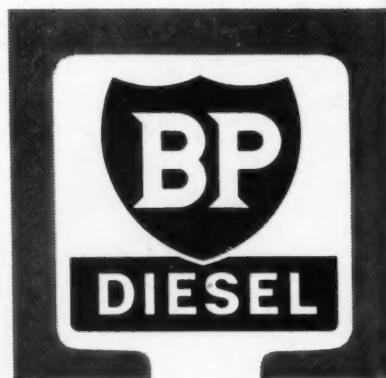


I-say-make-way-there-old-boy-what

There are lots of different kinds of driver on the road. A good many different kinds of fuel too. The safest thing to do is to stick to BP Diesel—available at Agency sites throughout Britain. With a Shell and BP Diesel Agency card your drivers can fill up with BP Diesel on credit, or cash at agency rates.



THIS IS THE SIGN THEY SHOULD LOOK FOR



Triplex Make Largest Laminated Screen

CLAIMED to be the largest laminated-glass windscreen to be manufactured in this country, a curved screen which measures 6 ft. 11 in. by 3 ft. has been produced by the Triplex Safety Glass Co., Ltd., King's Norton, Birmingham. Eight of these screens were recently supplied to Marshall's Motor Bodies, Ltd., for coach use.

Apart from its size, the windscreen is of interest because it is of the "cross-curvature" type and has partly ramped ends. The glass is curved in the vertical plane as well as the horizontal, and the curvature is increased for a short distance inward of the pillars, giving better visibility for the driver and passengers.

Laminated glass has for some time been made with an interlayer of plastics material, the characteristics of which give freedom from discoloration for the life of the screen. It is fitted to all vehicles exported to America, Canada and some other countries, to comply with the regulations, in place of toughened glass, with which vehicles for the home market are normally equipped.

Toughened glass is produced at a lower cost, and its improved stress characteristics offer special advantages in some applications.

B.T.C. BUS-PARCELS SERVICE

A REGULAR parcels service by bus is to be inaugurated by six companies of the British Transport Commission on Sunday. The service will allow parcels to be carried between the operating centres of each of the participating companies.

The scheme has been developed by the Bristol Omnibus Co., Ltd., and will be jointly operated with the Western and Southern National concerns and the Thames Valley Traction, Hants and Dorset, and Wilts and Dorset undertakings.

The plan will operate in 11 counties, and prices, varying according to weight, will range from 1s. 6d. for parcels not exceeding 4 lb. to 3s. for the maximum of 28 lb.

CORPS OF GUIDES

SCOTTISH coach operators and Edinburgh Transport Department are supporting the Scottish Tourist Board's creation of a corps of guides to be known as the Scottish Tourist Guides Association. Already some 50 guides have been enrolled and granted recognition. They are largely employees of travel agencies, coach companies and other organizations.

A three-month diploma course is being run in Edinburgh.

LOWER COACH-AIR FARES

NEW coach-air fares for the London-Paris service of Skyways, Ltd., due to operate from April 1, are lower than ever before. Facilities will also be speeded up to give a 5½-hour overall journey time. The minimum fare for the night excursion, which is valid for 90 days, will be £7 15s.

Frequencies will also be increased from 12 to 18 return services a day.



Messrs. H. McLachlan, Bridge of Cally, near Blairgowrie, are to operate this 24-seater seen undergoing Ministry of Transport tests at the Aldenham works of the London Transport Executive. The chassis is a Thames Trader low-loader and the body was made by Strachans. Unladen weight is 3 tons 17 cwt.

Investigation into Use of Car

INQUIRIES concerning the "probably illegal" use of a private car to ferry passengers from a Berkshire village to a coach picking-up point by Smith's Luxury Coaches (Reading), Ltd., are to be instigated by the South Eastern Traffic Commissioners.

This was stated by Mr. H. J. Thom, chairman, after the Commissioners had heard seven applications by Smith's for additional picking-up points at Easthampstead and Crowthorne on coastal express routes at Reading last week.

Brimblecombe Bros., Ltd., Wokingham, who were refused a licence last year to operate express coastal services from the same area, objected to all the applications. They claimed that they were licensed to operate to the same destinations as Smith's, with the exception of Margate, and were allowed to pick-up at Easthampstead and Crowthorne.

For Smith's, Mr. M. A. King-Hamilton, Q.C., explained that the company had two picking-up points in Bracknell, but that recent activities

had resulted in Easthampstead becoming the southern development area of the new town. People living there had to walk a mile to board a Smith's coach and then be brought back through their village by the coach.

Mr. King-Hamilton stated that the company's practice of picking-up in the village had stopped following the receipt of a letter from the Commissioners. Smith's also wanted to pick-up outside their own office, at Crowthorne, which was 1½ miles away from the authorized point.

Last year 530 passengers had booked from Crowthorne, and the majority had been carried free, by car, to either Wokingham or Bracknell.

Mr. John May, for Brimblecombe, claimed that Smith's had manufactured the need for picking-up points by the unlawful use of a car. A grant would damage the existing operators and create wasteful competition, he said.

The Commissioners rejected six of the applications, but allowed one concerning the Reading-Margate service.

Temptation to Carry Other Goods

AB LICENCE restricting a haulier to carrying only lime for one company would tempt him to carry other goods. This view was expressed by Mr. S. W. Nelson, Western Licensing Authority, at Bristol last week, to Mr. L. Timmons, for the British Transport Commission.

The B.T.C. objected to an application by Mr. H. J. MacGuinness, Statton St. Margaret, Wilts, for a licence to carry building materials, coal, coke, lime, road-making materials and plant within 25 miles, in a vehicle of 2 tons 13 cwt.

Mr. MacGuinness told the Authority that he had been in business since 1934, and as a result of the overspill of London had been forced to move his premises by the London County Council.

Following an adjournment for discussion between the applicant and objectors, who included Hills of Swindon, Ltd., Mr.

Nelson was told that Mr. MacGuinness had agreed to carry only lime for the Codran Lime Quarries, Ltd., Wantage.

The Authority expressed the opinion that this was "very restricted," and would put temptation in the way of the applicant.

"If I granted Mr. MacGuinness the application as applied for, would not your clients, under all the circumstances, be satisfied?" he asked Mr. Timmons.

It was stated in reply that no further objection would be made because of the special circumstances. Hills also withdrew.

Granting the application, Mr. Nelson thanked the objectors for their assistance and told Mr. MacGuinness that he should consider himself fortunate. Any further expansion would have to be amply proved by strong evidence.

Hauliers Alleged to Have Flouted Their Declared Normal User

A WARWICKSHIRE haulage company had deliberately contravened its declared normal user, Mr. T. D. Corpe alleged before Mr. W. P. James, West Midland Licensing Authority, at Birmingham, last week. Mr. Corpe contended that there was no alternative to the refusal of the application by Shepherd and Hough, Ltd., Earlswood, for three new A licences. The case concerned agricultural traffic.

Licence for £6,000 Concrete Mixer

A LICENCE for an articulated concrete-mixing outfit, which had cost £6,000, was granted to Williams Bros. (Trueddyn), Ltd., by Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, at Wrexham on Monday.

The unit had been placed on a short-term B licence to enable the company to operate experimentally, said Mr. J. Edward Jones, for Williams.

Mr. E. Williams, a director, stated that the demand for building materials, and especially ready mixed concrete, was increasing. The company already operated one unit which mixed concrete in transit, but demands were so heavy that they had to apply for another outfit, he added.

LORD LUCAS ATTACKS MAGISTRATES

MAGISTRATES had flouted the will of Parliament because, although the 1956 Act had increased the penalties for road offences, in 1958 the percentage of penalties decreased. This charge was made last week by Lord Lucas of Chilworth, when he addressed the Lincolnshire Magistrates' Association.

Non-enforcement of the law, he said, was the greatest contributory factor to road accidents, and in that respect he held magistrates "culpably negligent."

TOOL SALES TRANSFERRED

MANUFACTURE and marketing in the United Kingdom of Surform and Surocut surfacing and cutting tools have been transferred from Simmonds Aerocessories, Ltd., to Firth Cleveland Tools, Ltd. Stenor, Ltd., will continue to act as selling agents to the garage trade.

Mr. C. W. Clarke has been appointed general sales manager of the Surform Division of Firth Cleveland Tools, Ltd. Mr. E. Cragg has become home sales manager of the Surform Sales Division.

BEDFORDS AT BRUSSELS

SEVEN Bedfords will be exhibited at the 1960 Brussels salon, which opens tomorrow, by General Motors Continental, S.A., Antwerp. The exhibits include a long-wheelbase 10-12-cwt. van, four normal-control goods chassis of from 3-6 tons capacity, an oil-engined bus chassis, and a 10-ton petrol-engined tractive unit.

A Vauxhall Victor estate car for the Brussels Fire Brigade will be among the car exhibits.

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Reserving decision, Mr. James commented: "Pending my decision in this case, these vehicles are to be restricted to their normal user."

Mr. C. R. Beddington, for the applicants, then asked if Mr. James realized the implications of this statement.

The Authority replied: "I realize that it may put the vehicles out of action for a short time. It may be that they will be out of action for a longer time when my decision is reached."

It was stated that if the licences were granted, two existing A licences and part of a third would be surrendered. The application involved the transfer of nine vehicles from Burton-on-Trent to Evesham, and two from Stirchley to Earlswood, also a change of the normal user for these and five other vehicles.

The user change sought was from "building materials and/or beer within 50 miles" to "fruit, vegetables, canned goods, steel to South Wales, Scotland, north of England, London and West Midlands."

Mr. John William Brangham, accounts and costing manager of Shepherd and Hough, said that the company entered the Evesham produce trade when they acquired special-A licences from British Road Services. These licences had been disposed of, but only two had been sold to hauliers in the Evesham area.

Nine Not Enough

If the present application were granted, the nine vehicles which would become available for this trade would not be enough to handle all the requirements of Evesham growers at the height of the season, he added.

Mr. Corpe, for a number of Worcester operators who objected, submitted that when the company found that the brewery trade was declining they used their vehicles for other purposes.

Urging that the applications be granted, Mr. Beddington said that produce haulage was a highly specialized traffic, carried out at high pressure.

"If the applications are refused, it would be disastrous to Evesham growers," he added. There was nothing illegal about what the company had done, he submitted.

ARREST WARRANT ISSUED

A WARRANT for the arrest of Michael Dougan, 96 Ellerman Street, Poplar, was issued at Thames magistrates' court last week when he failed to answer a summons alleging that he had used an A licence which he knew to be false.

The case had been adjourned earlier in the week when it was reported that Dougan was on a journey to Manchester.

"Use Tax Revenue for Roads"

THE Road Haulage Association must try to influence the Government to use money collected from road users for highway improvements, said Mr. A. E. Drain, chairman of the Metropolitan and South Eastern Area of the Association, at the annual dinner of the South London Sub-area last Saturday.

Hauliers carried a tremendous volume of traffic without adding to road congestion, he declared. Over the past 10 years, the number of vehicles operated by hauliers had increased very little, whereas the volume of traffic had increased rapidly.

It therefore seemed, added Mr. Drain, that hauliers were helping to relieve congestion rather than adding to it, a reproach sometimes made against them.

KEEPING TIPPERS WORKING: X TYRES LET DOWN

TIPPERS equipped with Michelin X and XY tyres were able to work under conditions which immobilized vehicles with conventional tyres. This was the experience of John Laing and Son, Ltd., with Thames Traders during the construction of the London-Birmingham motorway.

Off-the-road working was greatly assisted by reducing tyre pressures from the normal 95 p.s.i. to 45 p.s.i. Better flotation obtained in this way enabled the driving wheels to grip in slimy mud and chalk. Fear of failure precluded the reduction of pressure of textile tyres.

After testing a Trader 7-cu.-yd. vehicle with X tyres, 20 more vehicles with similar equipment were ordered from E. L. Bouts Motors, Ltd., Wolverhampton, by John Laing.

MEN AND MACHINES WASTED

THE men and machines engaged upon building the M1 are being wastefully dispersed because there is not enough capital investment in the roads programme. This is stated by the British Road Federation in their monthly *Bulletin*. The time-lag between the proposal of and authority for a scheme made it essential for the announcement of a new programme now.

512 MI COACH JOURNEYS

BETWEEN November 2-December 31, 1959, the Birmingham and Midland Motor Omnibus Co., Ltd., completed 512 journeys on the M1. A total of 61,984 miles was covered and 14,364 passengers carried.

On two occasions, because of fog, coaches arrived late at their destination. All other journeys were completed within schedule.

MOVEMENT MUST BE FREE

TRANSPORT is movement and must be free. When someone cannot or does not want to move, he must not hinder those who do, says Mr. Ernest Marples, Minister of Transport, in his New Year message to members of the Road Haulage Association.

P.V.O.A. Complaining to Jack Committee

THOUSANDS of passenger vehicles are run without public service vehicle licences, certificates of fitness or the payment of full Excise duty. This is to be pointed out to the Jack Committee on rural transport in a memorandum by the Passenger Vehicle Operators' Association.

The vehicles concerned are said to be those of educational authorities, the Services, hospitals, contractors and industrial organizations.

A growing number of 10-12-seat buses is alleged by the P.V.O.A. to be in irregular use. The memorandum will also note the practice of persons sharing private cars.

The P.V.O.A. are also to send a memorandum to the Minister of Transport about the irregular operation of small buses. Only a few of these have p.s.v. licences, and the Association believe that the industry's strong opposition to the regulations which allowed them to be introduced, solely to assist rural services, will be indicated when official figures become available.

NO COMPULSION BY COUNCIL

AFTER taking legal advice, Consett Urban District Council have decided not to compel bus operators using Consett bus station to contribute towards a £2,355 deficit on the running of the station.

Trouble with the bus companies arose when the council proposed raising the charge for using the station to 1s. 4½d. per bus per day.

Following a public inquiry, the Minister of Housing and Local Government decided that the charge should be only 9d., which was less than the companies had offered to pay.

The operators have also refused to contribute towards the salary of a station superintendent, but they are willing to pay £3,000 for extensions.

COACH HOLIDAYS ON CREDIT

COACH holidays by deferred payments are to be introduced by the Western Welsh Omnibus Co., Ltd. Mr. T. G. Davies, general manager, said that there had been a demand for holiday credit facilities, and that tour booking for the coming season had already exceeded last year's figure.

The company include four new tours and modifications to existing tours in their 1960 programme. With the introduction of a 14-day trip via John o' Groat's, the company now cover the whole of Britain.

Next spring will see the delivery of six new A.E.C. Reliance coaches with Weymann 36-seat bodies.

WIGAN COACH TESTS

A CONCOURS d'ELEGANCE and driving tests for coaches are to be held by the Wigan and District Tours Operators' Association on April 3. Operators in Lancashire and elsewhere who wish to enter should contact Mr. W. Bearshaw, 10 Jeffrey Street, Ince, Wigan.

L.T.E. Devising Incentives for Busmen: Talks With Union

THE London Transport Executive believe that incentive bonus schemes for drivers and conductors can be devised, although there are many complicating factors. A proposal related to the central road services was discussed by officials of the Executive and representatives of the Transport and General Workers' Union in London last week and on Monday.

The object of incentives would be to improve the quality of the service to the public as well as increasing the earnings of the staff by payments by results. These would be based on extra effort and better work. The Executive also consider that bonuses would ease the present shortage of staff.

The object of the proposal has been described as being "to link crews more personally with the quality of service given on buses." As service concerns safety, regularity, correct observance of stops, proper fare collection and courtesy, it is on these points that the bonus scheme may be based. It would later be extended to Green Line coaches and country buses.

Busmen would receive an initial bonus based on a target for the total four-weekly passenger receipts of central buses and trolleybuses. If revenues exceeded the targets, the excesses would be divided between the crews and the Executive in an agreed proportion.

The bonus would be reduced if receipts fell. Individuals would receive their share of increased receipts in direct proportion to their own individual bus takings. The bonus would be shared equally between driver and conductor.

Good Service Bonus

The "quality of service" bonus would be paid to drivers and conductors in respect of the record attained by each garage for good service. Such factors as timekeeping on the road, covering of schedules and attendance, the standard of fare collection, avoidance of complaints from the public, and maintenance of service despite congestion would be taken into account.

Busmen who had to contend with heavy traffic congestion would be able to earn a bigger bonus. Staff would be asked to assist in measures to reduce disruption of services caused by congestion.

Individual bonuses would be paid to drivers for freedom from blameworthy accidents, and to conductors for freedom from passenger accidents.

The Executive state that operation of the scheme would initially involve some extra cost, but it is hoped that this would be progressively reduced and disappear altogether as the scheme produced increased receipts and savings in costs.

TWO P.T.A. PAPERS

PAPERS will be presented to the Public Transport Association's conference at Scarborough, from May 17-19, by Mr. R. A. Lovell, chief mechanical engineer of the Ministry of Transport, and Mr. H. Bottomley, general manager of Ribble Motor Services, Ltd.

Winning Design for Elevated Road

A DESIGN for a four-lane dual-carriageway motorway to be built over an existing road has won the open competition, suggested by Mr. Harold Watkinson, the former Minister of Transport, and promoted by the Prestressed Concrete Development Group. The winning design was by a team of G.K.N. Reinforcements, Ltd. There were 25 entries in the competition.

Cost of the motorway is estimated at £14m. per mile. It is unlikely that sections more than five miles long will be built as the object of elevated roads is to ease congestion in urban districts.

Such a road would carry 2,500 vehicles an hour in each direction at 50 m.p.h.

MOTORWAY PUSHES ON

A DRAFT scheme for the second part of the London-Yorkshire motorway was published last week. The proposed route of this 86-mile extension runs northwards from Crick through the counties of Northampton, Leicester, Derby and Nottingham, and ends in Yorkshire at a junction with the Doncaster by-pass, which is due for completion in June, 1961.

Through Leicestershire the route follows the "compromise" line proposed by the county council as an alternative to two earlier proposals. These met strong opposition from agricultural interests.

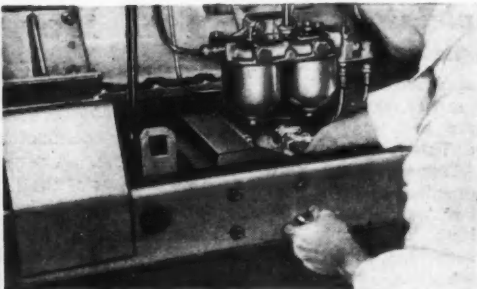
SPOTLIGHTS FOR CROSSINGS

PEDESTRIAN crossings in poorly lit streets are to be equipped with lamps to spotlight people waiting on the kerb. New regulations, which come into operation in England and Wales on January 19, have been issued by the Minister of Transport to permit lamps to be fitted where local authorities are satisfied that a crossing needs to be better illuminated.

The lights will comprise an electric lamp fitted to the beacon pole just below the globe and not less than 9 ft. above the ground. Lamps will be turned away from oncoming traffic, and will illuminate the pavement and the first few feet of the crossing.

MORE LIGHT, LESS CURRENT

THREE times more light has been provided in a bus of Reading Transport Department by the use of fluorescent tubes, yet the battery load has been halved. A Philips converter produces high-voltage A.C. from the vehicle's normal battery to supply 12 twin 20w. units, and single tubes in the destination-indicator boxes.



(Left) Eight $\frac{1}{2}$ -in. bolts secure the rear of the sub-frame to the main-frame extensions. In addition to these, there are six bolts at the front of the sub-frame. (Below) Exactly 9 minutes 50 seconds after the power-pack removal operation had been started, the complete assembly was out.

(Left) After undoing the budget locks, the engine cowl was raised, to be supported by two hooks slung from the upper saloon.

Engine Out and Back in 25 Minutes

IN less time than it takes to smoke a cigarette—9 minutes 50 seconds—I watched three men remove the engine, gearboxes and cooling system from a Leyland Atlantean 78-seat bus. Replacement occupied 15 minutes 13 seconds. I doubt whether there is any road vehicle in the world with a more accessible power plant than this Leyland design.

Easy engine removal and replacement cannot really be termed a sales point, because it is now unnecessary in normal circumstances for an engine to be removed in under five years. It is, however, useful to know that an engine is not difficult to withdraw and in large fleets this facility could lead to a revision of thought as regards unit replacement programmes.

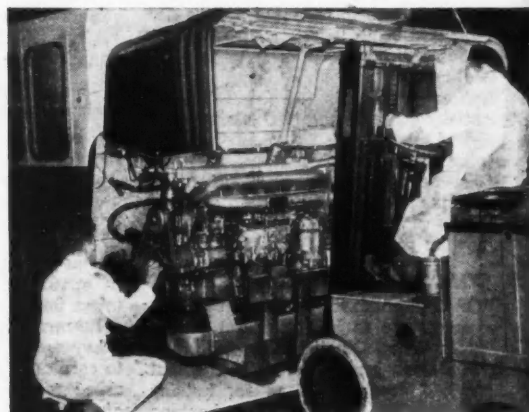
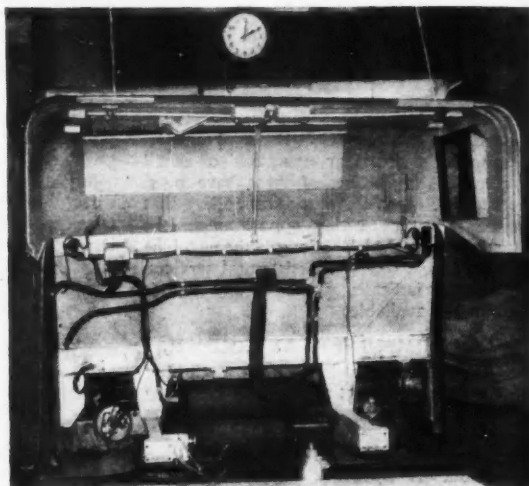
Instant Engine Access

The rear engine location of the Atlantean was not adopted primarily in the interests of accessibility: a wide front entrance and reduced engine noise in the passenger compartments were main reasons for the chassis layout. The rear engine has, however, the advantage of instant access for normal routine maintenance, in addition to simplifying unit removal. With a conventional half-cab double-decker, it takes two men eight hours to remove and replace the engine, whilst a full-fronted double-decker involves nearly twice that time. Even a car engine-change will usually take at least six hours.

The demonstration that I witnessed had been specially arranged for me and was carried out on one of the Leyland demonstrator buses. It had an M.C.W. body. The vehicle had run a large mile-

Three Men Remove Leyland Atlantean Power Pack in Under 10 Minutes and Replace it in 15 Minutes

(Right) This picture shows why it was necessary to raise the engine cowl above its normal level to give clearance to the rams of the fork-lift truck. Two fitters assisted the truck driver in lining up the power pack.



age in its completed form since the chassis was exhibited at Earls Court in 1958 and I was assured that it had been in no way specially prepared for the demonstration.

Three men participated, although three are not really necessary. There were two fitters, and the third man was an electrician who was obliged to be there, by trade-union rule, to disconnect various cables. However, good use was made of him to tackle certain other mechanical tasks after he had completed his own side of the operation.

The team had had a practice run the day before I witnessed the demonstration, but no special tools were employed and there were no tricks, such as loosened or greased nuts and bolts.

Equipment used in addition to conventional spanners was limited to a fork-lift truck, a hydraulic jack, and two special hooks suspended from the emergency door of the upper saloon and employed to hold the plastics engine cowl above the level that it assumes when the integral prop is used. This was necessary to give clearance between the underside of the cowl and the top of the fork-lift ram when removing and replacing the unit.

I was most impressed by the overall simplicity of the operations. Although a fork-lift truck was used, it was by no means essential. Where one is not available the routine to be described can be followed, except that, instead of employing a fork truck, the power pack could be lifted slightly on conventional jacks and

the bus then pushed forward away from it.

To describe the operations carried out it is simplest to go through the procedure adopted by each man.

Unit Removal

FITTER No. 1: The first operation was to unfasten the engine cover, which is secured by five budget locks. This done, the engine cover was raised and supported on its prop. In the meantime, fitter No. 2 had lowered and secured the special hooks, so allowing the removal of the engine-cover-prop bolt.

With the cover fully raised, four of the $\frac{1}{2}$ -in. bolts securing the rear of the power-pack sub-frame to the main frame were removed, after which the main air hose between the compressor and the reservoir pipe was disconnected. The fitter lay underneath the vehicle for this, and while

he assisted the first fitter in guiding the fork-lift truck for the power-pack removal.

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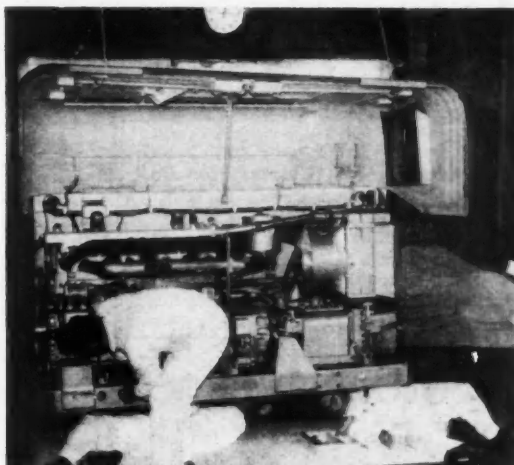
ELECTRICIAN: The electrician's first task was to release the air from the reservoir. Then the main electrical switch was turned off and the two starter-motor leads disconnected. Next, the main air pipe to the EP gearbox-control valves was removed, and the three dynamo wires were disconnected at the control box, which is carried on the rear

tap at the radiator was turned off and the bleed-off pipe removed.

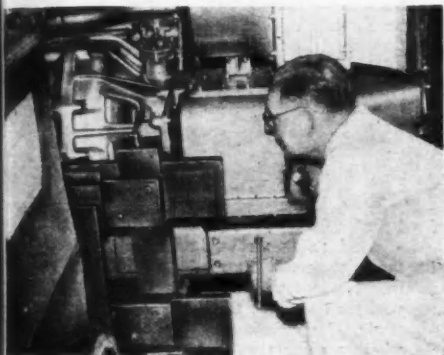
The heater tap adjacent to the engine water pump was then turned off. Next, the two hoses joining the saloon heaters to the engine were disconnected, water leakage being prevented by inserting two tapered wooden plugs in the open ends of the hoses.

This complete operation lasted about 9 minutes and the remaining 50 seconds were occupied by placing the forks of the fork-lift truck under the sub-frame

(Right) Within 5 minutes of starting to replace the power pack the fitters were tightening the sub-frame bolts, reconnecting the propeller shaft and re-attaching the starter-motor cables.



(Left) When the rear bolt holes had been lined up roughly, it was possible to insert some of the bolts at each side, following which the forward bolts were inserted.



By the
Technical
Editor

in this position he removed the three $\frac{1}{2}$ -in. bolts securing the forward part of the sub-frame to the main frame.

Still under the vehicle, the $\frac{1}{2}$ -in. bolt securing the engine torsion stay to the main frame was removed and the clevis pin at the rear of the accelerator-control linkage was withdrawn. This concluded this fitter's work, with the exception of helping to guide the fork-lift truck into position.

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FITTER No. 2 started work by making two trips to the upper saloon with the special engine-cover supporting hooks, whereupon he fitted these into position and took the weight of the engine cowl on them. On his way out he passed the driving compartment and released the hand brake and then went round to the off-side rear wheel, where he inserted the jack beneath the axle and jacked up the wheel. This was to allow him to turn the propeller shaft when removing the eight bolts securing it to the bevel-box output flange.

The three $\frac{1}{2}$ -in. bolts at the front end of the sub-frame were then removed, the eight propeller-shaft bolts were slid out (after which the belt driving the automatic chassis lubricator was slipped off) and the jack was lowered and removed.

This fitter's final operation was to remove the four $\frac{1}{2}$ -in. bolts from the off-side rear of the sub-frame, after which

(Right) The clock shows 24½ minutes have elapsed since removal of the unit started, and the fitters are already clearing away their equipment, the complete cycle of removal and replacement finished.



bulkhead. The clip supporting the dynamo wires was then withdrawn immediately afterwards.

The multi-pin block of the main electrical harness was then withdrawn (this contains the leads for the electrically operated engine instruments, the starter solenoid and the engine-stop control) and the snap connectors for the two emergency tail lights were removed. The tail lights are located in the sub-frame and are to comply with legal requirements which would not otherwise be met when the engine cowl was raised on the road at night.

This completed the electrical side, so the electrician removed the four exhaust-pipe securing bolts. After this the main fuel tap was turned off and the two fuel pipes between the tank and the lift pump were disconnected. The saloon heater

assembly, and raising and removing the power pack from the vehicle.

Unit Replacement

FITTER No. 1 had first, in conjunction with the other fitter, to line up the power pack in relation to the main frame as the fork-lift truck approached the bus. The fork-lift operator lowered the power pack so that the underside of its sub-frame lined up with the main-frame prongs, and both fitters assisted by inserting bars through the rear bolt holes. Aligning the assembly occupied 3 minutes

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and when this was done the fitter replaced the four rear and three forward near-side $\frac{1}{2}$ -in. bolts.

The main compressor pipe was then reconnected and the engine torsion-stay bolt replaced. This fitter's final task was to detach the engine-cover supporting hooks, refit the engine cover stay bolt, lower the cover, and refasten the five budget locks.

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FITTER No. 2 seemed to have slightly more to do than his partner, for having helped to guide in the fork-lift truck, he had loosely to refit two of the $\frac{1}{2}$ -in. bolts on the off-side rear of the frame, fit four of the propeller-flange bolts, jack up the off-side wheel, fit and tighten the remaining propeller-shaft bolts, replace the lubricator belt, release and remove the jack, fit the three forward sub-frame bolts and replace the other two rear sub-frame bolts.

This done, he reconnected the two fuel pipes and bled the engine fuel system, replaced the pin in the accelerator linkage, topped up the radiator to replace

any water lost when the electrician had taken off and refitted the heater hoses, started the engine (14 minutes after the operation was commenced) and finally removed the engine-cover support hooks from the upper saloon emergency-exit aperture.

*

ELECTRICIAN: The electrician's tasks consisted of reconnecting the multi-pin block, closing the drain tap of the air reservoir, reconnecting the dynamo leads at the control box and replacing the cable clip, attaching the starter cables, and turning on the main electrical switch.

Next he reconnected the air-line feeding the EP valves, connected up the auxiliary tail lamps and replaced the bleed pipe on the radiator. The four exhaust-pipe bolts were then replaced, after which the two saloon heater hoses were re-attached and the two heater taps were turned on.

*

BECAUSE of pressure of work in the department concerned with this demonstration, there was no time to con-

tinue a stage further by actually removing the engine from the power-pack assembly. This is not difficult, however, and should certainly take no longer than removal of the power-pack itself from the bus.

It entails the removal of the eight front mounting bolts, 10 bell-housing bolts (all of which are easily accessible) and four bolts on the fan-drive shaft. There are then four hose clips to be loosened, these being on the three heater pipes and the air-cleaner hose, and the five air pipes connecting the air-operated gearbox to its control-valve box mounted on the engine crankcase. The operation would then be completed by supporting the tail end of the gearbox-bevel-box assembly and withdrawing the engine.

It is not intended that—in big fleets at any rate—engines should be removed individually. One of the aims is that large operators should carry a reserve power-pack complete for instant replacement when an existing assembly has to be removed. As the complete unit is somewhat expensive many operators might prefer instead to hold merely a spare engine.

Motorway Speeds Depend on Tyre Reliability

WE can see that the coach can just about manage with its tyre equipment, but raising the speed of the eight-wheeled vehicle will make enormous demands upon the tyres. The margin for the eight-wheeled truck tyres is such that speeds above 45 m.p.h. appear out of the question.

"If we follow American practice, then it is safe to predict that there is a serious limitation in motorway vehicle performance for commercial duties until wire-cord tyres are freely available."

These comments were made by Mr. A. H. Carter, vehicle divisional manager, Abelson and Co., Ltd., Birmingham, in a paper on "New Vehicles for the Motorways," read at a meeting of the Institute of Transport, Midland Section, in Birmingham last week.

Tyres the Key

Mr. Carter claimed that: "The only remaining item requiring close attention is the tyre equipment, and this is the key to the present situation. Apart from one isolated manufacturer, the whole of the tyre producers in this country appear to have missed the boat. They have no tyres in production capable of carrying the loads at the speeds envisaged, and do not appear likely to have for some time."

He strongly advocated the derating of oil engines fitted to vehicles on motorway services to 80 per cent. of their maximum-rated r.p.m. in the interests of reliability and economy at sustained high speeds. In a typical case this would necessitate a reduction in maximum speed from 2,400 r.p.m. to about 2,200 r.p.m., which, if applied to a 7-ton lorry, would reduce its maximum road speed from 42-44 m.p.h. to about 40 m.p.h.

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corresponding to a cruising speed of 32 m.p.h.

Taking the example of the Midland "Red" C.5 motorways coach, derating of this order would reduce the maximum continuous cruising speed to 56 m.p.h.

Mr. Carter then claimed that if these coaches were being run at higher speeds it could be assumed that wear and tear of the vehicle, and particularly of the tyres, would be unnecessarily high. Reducing the cruising speed to 56 m.p.h.

Serious Limitation Until Wire-cord Tyres are Freely Available: Low-chassis Vehicles to Cut Wind Resistance

would add about 11 minutes to the time taken to cover the motorway section of the London-Birmingham route.

Looking into the future, Mr. Carter envisaged the use of larger engines running at lower r.p.m., or of pressure-charged units based on established types, which he described as an unpopular alternative. Pressure-chargers were an added complication and were not favoured by operators.

This particularly applied to turbo-chargers because of their special operational requirements. If a maximum-load eight-wheeler were designed to cruise at 55 m.p.h., an engine output of 285 b.h.p. would be required.

The size of such a unit would create installation problems and its bulk would encroach upon the payload space. The most suitable type of power unit "on the horizon" appeared to be the gas turbine, the development of which might

be stimulated by motorway operations.

Wind resistance was of major importance at speeds above 50 m.p.h., and it might be necessary to develop low-chassis vehicles to reduce the height of the load.

Mr. Carter said that it was doubtful whether air brakes were superior to the vacuum-servo type. The reliability and maintenance advantages of the vacuum brake were attractive, and to these merits could be added low initial cost and basic simplicity.

Because of the smooth surface on the motorways, it could be expected that a simplified kind of suspension, such as the laminated-torsion-bar type or a form of springing based on bonded-rubber units, would be developed.

This could be prejudicial to the universal application of air suspension, which, however, would be fitted to passenger vehicles and ambulances. The popularity of the two-speed axle should be restored by motorways requirements.

Tyre Cooling Desirable

During the discussion, Mr. Carter agreed with a member that the centrifugal force of tyre treads at high speeds was a serious factor. He confirmed, however, that some form of forced-draught tyre cooling might be advantageous and said that specially ribbed or fluted tyres could be beneficial.

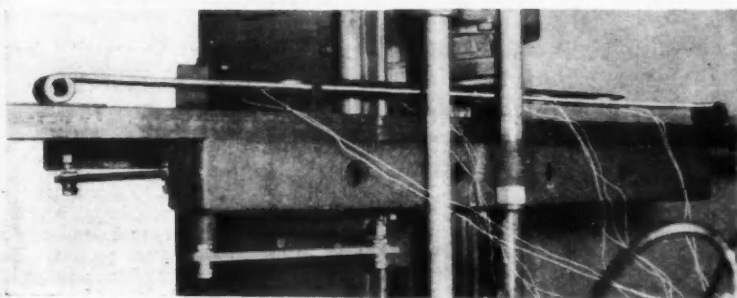
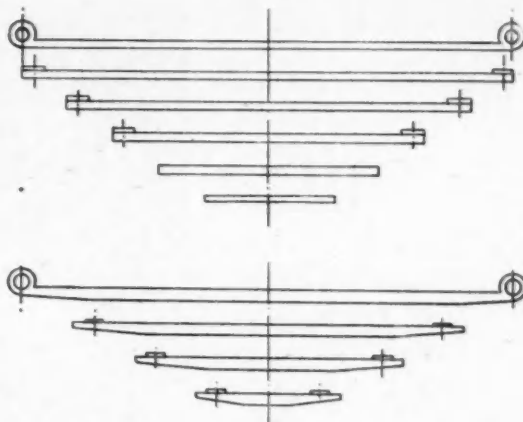
Commenting on a member's suggestion that regulations should be amended to permit multi-trailer outfits on the motorways, Mr. Carter said that, in his opinion, this type of vehicle would not be economic. The greater use of trailers was, however, a probability, and the application of trailers to smaller vehicles, including those in the 5-cwt. category, would offer advantages.

Leaf-spring Design Advanced

A NEW type of semi-elliptic spring, known as the Featherlight, has been produced by Toledo Woodhead Springs, Ltd., after four years' research and development. It is claimed to be up to 35 per cent. lighter than comparable types, correspondingly cheaper, and more fully "engineered" than any other spring introduced so far.

The secret behind the Featherlight spring hinges partly on the calculations which have been put into its design. Mr. Frank Woodhead, chairman and managing director of Toledo Woodhead Springs, had for many years believed that conventional semi-elliptic springs could be improved and made more efficient.

(Right) The upper sketch shows a six-leaf semi-elliptic spring weighing 23 lb. 5 oz., and below it is a Featherlight equivalent having four leaves and weighing only 16 lb. 4 oz.



This picture shows the method adopted for strain-gauge testing a leaf spring. It also indicates that a Featherlight spring achieves almost perfect flatness under load. A conventional spring always remains curved in places.

His own idea was that tapering the ends of the spring leaves would go a long way towards improving efficiency, and an experimental spring was produced accordingly.

Although only roughly constructed, this spring showed definite promise and it was then decided to elicit the help of Plint and Partners, Ltd., consulting engineers. Thus Mr. Michael A. Plint and Prof. S. J. Davies set to work to discover what made the leaf spring "tick."

Spring Design Lax

Their investigations revealed that some conventional types of multi-leaf spring were anything but efficient. Although they were simple and generally trouble-free, they were in most cases wasteful of material. There was uneven stress distribution throughout the leaves and this necessitated a far greater mass of metal than was needed in theory.

These theoretical findings were confirmed by strain-gauge tests, and subsequent calculations using rational mathematical methods led to the production of designs in which an ideal state of uniform stress throughout the spring was approached far more closely than ever before. This brought about large savings in material and cost.

An important feature of the new design of spring is that, although the leaves have to be made in a special machine which was constructed by Toledo Woodhead

Springs and about which the makers are unwilling to disclose any information, extreme accuracy of manufacture is not essential to obtain the results arrived at by Plint and Partners.

Indeed, the dimensional accuracy of the springs used for tests was less than that of corresponding conventional springs.

The experiments have been conducted so far only with single-rate springs and

have shown that a private-car three-leaf spring can be replaced by a two-leaf Featherlight spring, whilst the equivalent of a conventional six-leaf spring is a Featherlight four-leaf assembly.

In practical terms this can result in a saving of approximately 1½ cwt. in the case of a 12-ton-gross goods vehicle. Furthermore, this weight saved is unsprung weight, improving roadholding characteristics of high-speed vehicles.

A further outcome of the co-operation between Plint and Partners and Toledo Woodhead Springs has been the development of the Toledo Woodhead-Plint pitch and roll indicator. This is a recording device producing simultaneous records of pitching and rolling movements on squared paper.

The indicator incorporates a freely suspended gyroscope, which is positioned with its axis approximately perpendicular to the surface on which the vehicle is travelling. The gyroscope carries a pointer which marks the recording surfaces, these being fed through the machine at right angles to each other.

The machine has the advantage that the record is available for immediate inspection after a test run has been made

New Leyland Model at Brussels

AMONG the exhibits planned by the Leyland group for the Brussels Salon (opening tomorrow) is a new 8½-ton model known as the Leyland Meteor. This chassis has been specially developed for Leyland-Holland, N.V., for operation in the Low Countries and is not to be marketed elsewhere.

Other exhibits will include a Leyland Super Beaver tipper chassis, a World-master bus chassis, a left-hand-drive Super Comet chassis, a new Albion Clydesdale CD.23 in passenger-chassis form and a Scammell Scarab 6-ton tractive unit.

The new Meteor is similar in appearance to the long-wheelbase Albion Chieftain, as it has the Albion forward-control cab with entrance steps ahead of the front wheels. Although designed for a gross vehicle weight of only 12 tons, however, it has the Leyland O.375

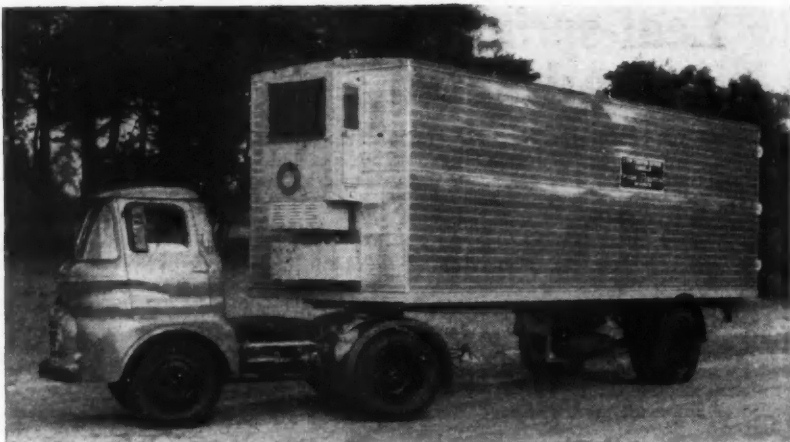
110 b.h.p. oil engine. The frame is ⅞ in. thick and the model is 7 ft. 2½ in. wide.

In most other respects the chassis follows Chieftain practice, and the specification includes a five-speed gearbox (with optional sixth overdrive ratio), and an Albion double-reduction rear axle, the standard ratio of which is 6.25 to 1. The model to be exhibited has a wheelbase of 13 ft. 6 in. Air-assisted hydraulic brakes are fitted.

The Clydesdale passenger chassis to be shown are similar to current Clydesdale goods chassis and have been produced to meet special cross-country conditions overseas. As with the Meteor, the Clydesdale passenger model has the O.375 oil engine, but full air-pressure braking is employed. Two wheelbases are offered—17 ft. 6 in. and 19 ft. 1 in.—and these are suitable for body lengths of 30 ft. and 33 ft. respectively.

This Brockhouse semi-trailer is fitted with insulated bodywork and a self-contained Thermo King refrigeration unit powered by a petrol engine. Mann Egerton produced the body and fitted the cooling plant.

COLD PACK FOR VANS



ALTHOUGH the growing carriage by road of frozen foods, ice cream, meat, fish, vegetables, fruit and other perishable goods has expanded the demand for vehicle refrigeration equipment, in general the need for mobile mechanical refrigeration plant has been met, in this country, by the adaptation of conventional stationary apparatus.

Now, however, as announced in *The Commercial Motor* on December 25, 1959, Hawker Siddeley (Hamble), Ltd., Hamble, Southampton, have, under licence from the Thermo King Corporation of America, begun to import a range of mobile refrigeration plant which is specifically designed for vehicle installation.

At present, only assembly is carried out at Hamble from imported components, but it is envisaged that in three

American-type Refrigeration Equipment Offers the Advantages of Ease of Installation and Removal for Servicing

The Thermo King equipment takes up little body space, as the power unit, compressor, condenser coils and controls are fitted in a box which is mounted on top of the cab on rigid vehicles and to the front of the body on semi-trailers. The rear section, which protrudes into the body, contains the cooling coils, circulating fan and the automatic control valve. Longitudinal ducting may be fitted at the top of the body to ensure correct

a petrol engine, an electric motor or a hydraulic motor receiving its oil supply from a pump connected to either a gearbox power take-off or V-belts on a crankshaft pulley.

When a vehicle is to be used for multi-stop delivery work, a petrol engine would normally be employed to give a constant degree of refrigeration, although hydraulically driven versions are being used for this work with some success. The disadvantage of the hydraulic system is that cooling can take place only while the main engine is running.

In most installations, the petrol engine or hydraulic motor is supplemented by an electric motor which can be used for pre-cooling or to maintain refrigeration overnight when the vehicle is off the road.

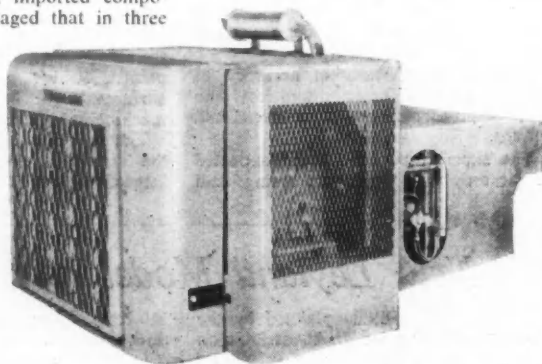
With either the petrol engine or electric motor, control of the unit is automatic once the desired body temperature has been set and the unit started. A temperature-sensing device starts and stops the motor to maintain the thermostat setting. A gauge indicating the internal body temperature is normally placed where it can be seen from the cab to warn the driver of malfunctioning.

Automatic Defrosting

Regular defrosting of the cooling coil is essential, and this is carried out automatically by a solenoid every four hours. This closes a shutter to cut off the cooling air supply and causes hot refrigerant gas (Freon) to be fed through the cooling coils. A manual control may replace or augment this if required.

As the Thermo King equipment is produced as a unit, it is easy to fit to a vehicle and equally simple to remove for servicing. Both Sparshatts (Metal Bodies), Ltd., Southampton, and C. L. Whitaker and Co., Ltd., Grimsby, who are Thermo King distributors and have already fitted the equipment to vehicles, support this claim.

Hawker Siddeley will offer also for buses an air-conditioning system employing the same principle as the refrigeration plant. As this unit costs over £1,500 it is unlikely that it will prove popular in this country, but might be a boon for the Middle East and Commonwealth countries to which it could be exported.



The Thermo King M unit is designed for mounting on cab roofs. Only the rear section protrudes into the body space and the unit is normally suitable for bodies of about 900-cu.-ft. maximum capacity.

months' time 25 per cent. of the components used will be of British origin, rising to 60 per cent. at the end of six months. The intention is to manufacture all the components here eventually.

This should bring about a substantial reduction in cost as freight charges and import duty raise the retail price of the complete unit by about 25 per cent. at the moment.

According to Mann Egerton and Co., Ltd., who are one of the five distributors appointed for the Thermo King equipment and were the first to fit it to an insulated semi-trailer van in this country, it is only half the size of normal refrigeration plant required to do the same job.

c14

dispersal of the cold-air output from the unit.

The eight basic models offered by Hawker Siddeley employ the same compression principle of refrigeration with forced convection. Warm air is drawn from the body, passed over the cooling coils and blown back into the top of the cooled space. The types available provide cooling down to below 0°F. for vehicles ranging from small vans to the largest semi-trailers likely to be operated in Britain, or in the countries overseas to which Hawker Siddeley will export the Thermo King equipment.

Each unit is offered with a choice of three power units or any combination of them. The compressor can be driven by

New Equipment and Publications

Fluorescent Lights

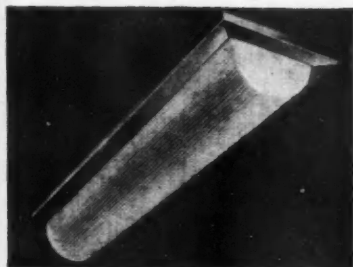
THE latest addition to the range of low-voltage fluorescent light units produced by Easco Electrical (Holdings), Ltd., 6 and 8 Brighton Terrace, Brixton, London, S.W.9, is the C.32 offered in two models for operation from 12v. and 24v. D.C. battery supplies.

Each unit consists of a 2-ft.-long 20-watt fluorescent tube, an opal Perspex diffuser and a control unit incorporating transistors. The diffuser has a chromium-plated attachment frame whilst all other metal parts are stove-enamelled white.

The lamp reaches full brilliance one second after being switched on. Current consumption for the 12v. model is 1.8 amp. and 0.9 amp. for the 24v. version. The control unit can accommodate the variations in input voltage normally encountered in vehicle electrical systems and can be adapted to deal with the larger differences which occur in other installations such as public service vehicles.

Powerful Lamp

A PORTABLE hand lamp produced by Joseph Lucas, Ltd., Great King Street, Birmingham, 19, would be a useful adjunct for many vehicles and invaluable for breakdown tenders and similar appli-



The Perspex diffuser cover of the Easco lamp conceals a 20-w. fluorescent tube. The 12v. and 24v. models offered can accommodate limited variations in input voltage.

cations. The lamp, which is known as the H.L.576, consists of a chromium-plated light unit attached to a hard rubber handle, 8 ft. of cable and a plug and socket.

The socket is intended to be mounted on the vehicle and permanently wired. When it is not in use its contacts are protected by a rubber plug. A 48-watt bulb is fitted to the lamp and this gives an 80,000 candle power beam. It costs £5 17s. 6d. complete.

Production Economy

OVER 80 illustrated examples of economies effected by revised methods or materials are contained in a report entitled "Improved Materials Utilisation," published by the Institution of Production Engineers, 10 Chesterfield

The Wrigley electric personnel carrier has a range of about 18 miles and a maximum speed of 15 m.p.h. It is intended for internal works transport duties.



Street, London, W.1. The fields covered by the report are finishes and finishing materials, packaging and shipping materials, ceramics, metal powders and plastics, and ancillary processing materials. The book, which can be obtained from the address above, costs 12s. 6d. or 13s. 6d. by post.

Electric Carrier

A SMALL battery-electric personnel carrier manufactured by Wessex Industries (Poole), Ltd., Poole, Dorset, is intended for internal transport in large establishments. The vehicle is open, has four seats, a maximum speed of 15 m.p.h. on the level and a range of about 18 miles.

Operators' Choice

Duraplank Floor for Trolley Loading

SIX bodies have been built on Austin 7-ton 13-ft. 4-in.-wheelbase chassis to the order of Beecham Foods, Ltd., by the Duramin Engineering Co., Ltd., Stonefield Way, Ruislip, Middx. The flooring is of Duraplank material, specified because wheeled trolleys are used for loading. There is an interior lining of plywood for a measure of heat insulation. The vans carry Lucozade drinks.

W. Clifford and Sons, Ltd., dairymen, Hounslow, Middx. are buying 12 Karrier Gamecocks with bodywork by Clement, Butler and Cross, Ltd., Glenhurst Road, Brentford, Middx. The operators previously specified oak floors, but are changing to glass-fibre-reinforced plastics because it is easier to slide churns and crates over the platform surface, thus speeding loading and unloading.

The United Service Transport Co., Ltd., have put 15 Thames Traders under contract to Bass, Ratcliff and Gretton, Ltd., for the delivery of draught beer in central London.

Bulk deliveries of feeding stuffs and fertilizers are now being effected by Messrs. Basil L. Leeder, Long Stratton,

A pedal-operated 5-speed controller governs current supply to the 24v. electric motor. Suspension is by half-elliptic leaf springs and braking is on the rear wheels only. The vehicle is 6 ft. 3 in. long, 3 ft. 9 in. wide and has a 16-ft. turning circle.

Finishing Touch

TO improve the appearance of screws used to secure number plates and similar items whilst protecting them from corrosion Twel Industries, Ltd., St. James Road, Blackburn, have introduced a range of screws with detachable plastics caps. The screw heads are shaped to hold the caps which are pressed on to them.

Norfolk, with a Commer-Barfitt vehicle purchased from O. G. Barnard and Sons, Ltd., Stowmarket. Discharge of the load may be either by gravity or air pressure. Barnard are sole concessionaires for Barfitt bodywork.

A sprung floor was provided for a Bedford outside-broadcasts television van being delivered to the Australian Broadcasting Commission. Bonallack and Sons, Ltd., Basildon, Essex, received the order to build the body from E.M.I. Electronics, Ltd.

Two 15-cwt. vehicles and a 10-ton articulated outfit have been supplied to the U.S. Navy by the Ford Motor Co., Ltd. The 10-tonner comprises a Trader petrol-engined tractor and a B.T.C. semi-trailer with bodywork by Homalloy (London), Ltd.

The Arlington Motor Co., Ltd., Cardiff, have sold a Scammell 25-ton articulated machinery carrier to General Plant Reconstruction, Ltd., Cardiff.

W. P. Butterfield, Ltd., Shipley, Yorks, have mounted a 1,100-gal. aluminium tank on a Bedford chassis for B.P. Trading, Ltd.

WHEN the Midlands Electricity Board was established in 1948, the transport department's fleet of more than 1,000 vehicles included 44 types of commercial-vehicle chassis and 25 kinds of private car. In the past five years, an active policy of rationalization has reduced the types of commercial-vehicle chassis to seven, and those

(Right) In an average year the Board erect some 15,000 poles, so vehicles like this Dyson pole semi-trailer outfit are in constant use.

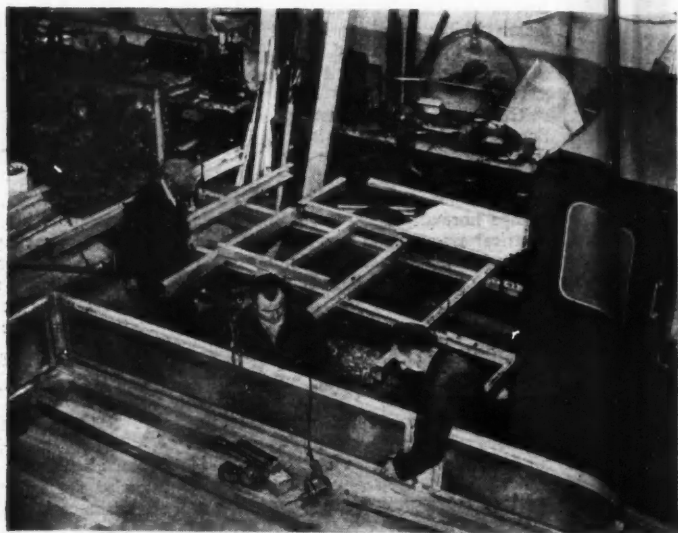


of private cars to four. Rationalization has been enhanced by co-ordinating the selection of lighter types of petrol-engined commercial vehicle with those of private cars with similar power units.

Since 1948, the annual increase in fleet strength has been about 6 per cent., which is somewhat less than the increase in electric current supplied to users in an area of 5,000 sq. miles with a population of 5m. The area extends to Congleton in the north, Chipping Sodbury in the south, the Welsh border in the west and Banbury in the east, and the service provided by the department involves a total vehicle mileage of about 20m. annually. For operational purposes, the Board's zone is divided into seven sub-areas, each of which covers from four to six districts.

The smaller petrol-engined vehicles in the fleet include Austin A35 vans of 5-cwt. capacity and Bedford 10-12-cwt. vans. Lightweight oil-engined vehicles comprise B.M.C. 1-ton vans equipped with 2.2-litre units. In the heavier range, B.M.C. 2-3-ton chassis, powered by 3.4-litre oil engines, represent the majority, and 4 x 4 vehicles include Bedford R-type petrol-engined 6-tonners, modified to carry poles, and Land-Rovers with standard bodies. Apart from the 4 x 4 vehicles, all the heavier chassis are of the forward-control type, the Bedford 2-3-ton chassis being mainly employed for special bodies.

A particularly interesting aspect of the chief engineer's transport section is the design and development of bodies to cater for particular requirements, and reduce maintenance costs.



(Above) This Land-Rover is employed as a special field car and is fitted with a sturdy roof rack to carry substantial loads.



(Left) A notable example of special bodywork evolved by the Board: a prototype van with crew cab, made by Homalloy, Ltd., and based on a B.M.C. 2-3-ton chassis. The grille is distinctive.

(Above) Holway painting technique is used in the final shop. This section has capacity for four average-sized bodies and more than 600 vehicles were painted last year.

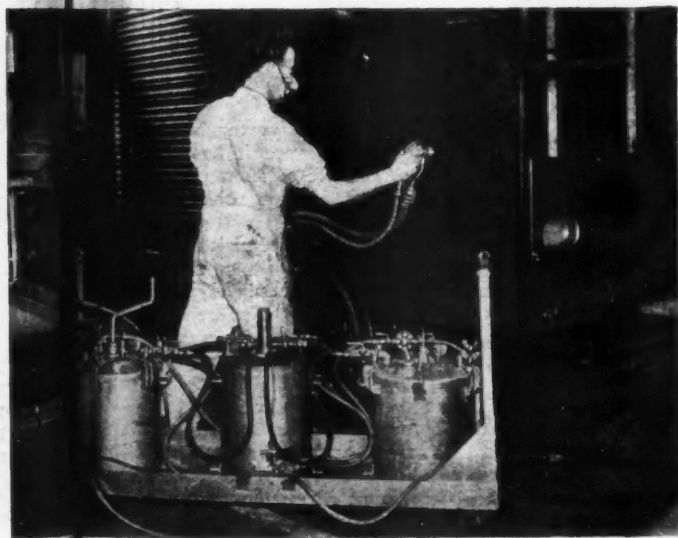
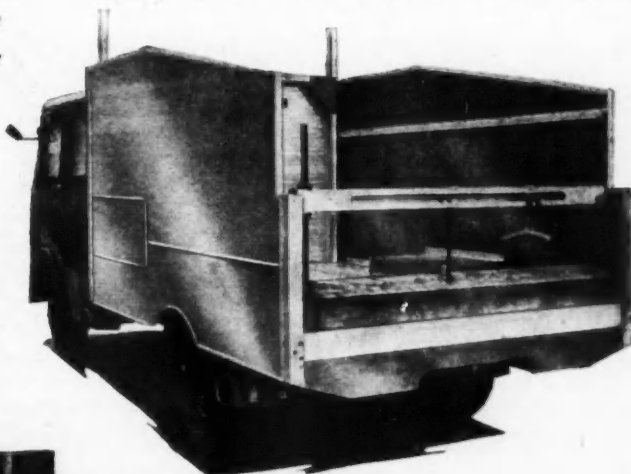
RATIONALIZATION REDUCES CHASSIS TYPES

By P. A. C. Brockington, A.M.I.Mech.E.

In Five Years the Midlands Electricity Board Have Reduced Their Number of Vehicle Types from 44 to 11: Bodies Designed by the Board are Batch-built from Kits of Parts Supplied to the Central Workshops

(Left) Bodies are built at the central workshops, Gorcott Hill, from kits of parts supplied by private contractors. Prototype bodies are constructed first in the Board's workshop.

(Right) Original features in this B.M.C. - based pole-carrying body include an experimental aluminium rear bolster unit which eliminates the need for the use of securing ropes.



(Above) Holmby painting technique used in the final shop. This section has capacity for four average sized bodies and has painted 600 vehicles in the last year.

Each type of body is constructed in prototype form and then manufactured in batches from parts supplied in kits by private contractors. Assembly is carried out at the central workshops at Gorcott Hill, near Alcester.

Bodies are designed at the Board's headquarters at Mucklow Hill, and construction is co-ordinated with the reconditioning and overhaul programmes for the fleet and other preparatory work on new vehicles. Development of new types is carried out at the central workshops, together with routine maintenance of special vehicles. Heavier

chassis are equipped with eight varieties of body. It has been found that the frame layout of the B.M.C. 2-3-tonners is particularly suitable for body mounting.

In every case body framing is constructed of standard top-hat-section light-alloy extrusions. This includes pillars, waist rails and roof sticks. The floors are of interlocking longitudinal aluminium sections. Van bodies of 210-cu.-ft. capacity, constructed for Bedford 10-12-cwt. chassis, are equipped with full-width roof panels and wheelboxes of

plastics, whilst the single-skin sides are of aluminium sheet. Body features include sliding cab doors.

General-purpose bodies for B.M.C. 2-3-ton chassis incorporate roller shutters at the rear and a drop tailboard. A pole-carrying body designed for the same chassis has a number of original features, including a three-quarter-length aluminium tilt section which is detachable at waist level. The sides extend for the full length of the vehicle to ensure that personnel leave the body at the back and thus avoid obstruction to other traffic.

The open space at the rear of the vehicle enables heavier components and assemblies to be loaded by crane. Aluminium bolsters are fitted at cab level in the front and at floor level at the rear. Hinged panels allow for pole projection from the front.

An aluminium pole-clamping rear bolster unit has recently been developed to the experimental stage. It is designed to eliminate the use of ropes for securing poles and to reduce loading time. The structure comprises a slotted transverse member, mounted above the bolster, to which a number of screw-type clamps can be fitted. These comprise a curved clamping piece hinged to a screw-mounted bracket. The screw is manually operated through a reduction gear.

Test van bodies, similar in construction to the general-purpose vans, are also fitted to B.M.C. 2-3-ton chassis. All the later versions of this type are equipped with plastics roofs to increase interior illumination, and reduce maintenance costs by eliminating corrosion. Roof structures of these and other van bodies have recently been strengthened. The angle-section cant-rail has been replaced by an

extrusion which has a radiused section integral with a lower channel-section member, which mates with the pillars.

These top-hat members face outwards. The longitudinals also face outwards and are slotted to receive the pillar sections. Extensive use is made of gusset plates. Framework and panelling are assembled with hollow and solid rivets and a smaller number of bolts with self-locking nuts.

Bodies for the Bedford 4 x 4 chassis are of the three-quarter-length tilt type with full-length sides and plastics roofs. Aluminium tipper bodies are designed for use with a 2-ton chassis and are operated by single front-of-body rams. These bodies, which are rarely loaded to full capacity, carry loads of ashes and other abrasive and corrosive materials. The aluminium structure offers a far greater resistance to abrasion and corrosion than the standard type and is more easily repaired.

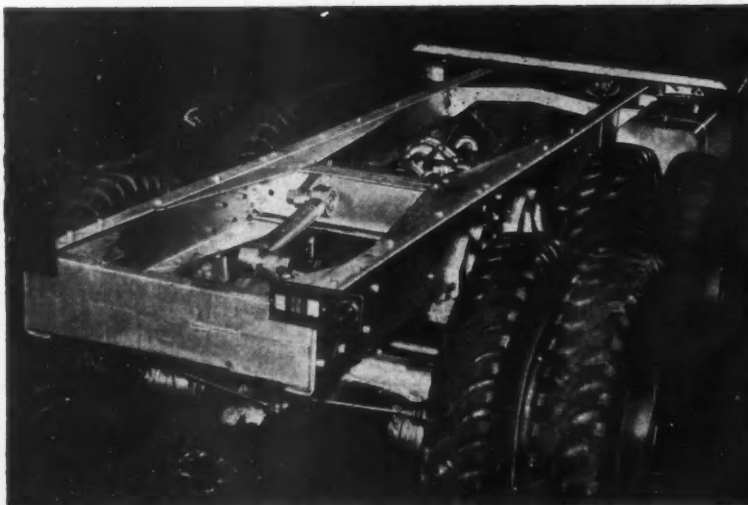
Increased comfort for the crews of construction-gang 2-3-ton vehicles is provided by a Homalloy prototype cab

a technician's four-wheeled trailer which is 15 ft. long with a floor height of 2 ft. 3 in. It is fitted with fresh-water tanks, drain tanks and heating equipment and is normally employed for prolonged site work. Smaller close-coupled ex-American Army four-wheeled trailers, with steel bodies, are being replaced by aluminium-bodied types. They are fitted with standard drawbar towing attachments and servo brakes in place of the electrically operated braking system of the American trailers.

Jointers' standard two-wheeled trailers with composite bodies are sometimes equipped with light-alloy bodies designed by the department. Tests on one type, utilizing Bramber rubber suspension units, have been carried out at the Motor Industry Research Association's proving ground in co-operation with a leading tyre manufacturer. Results have so far been most promising.

Maintenance is organized on a time schedule divided into weeks and multiples of a week. Daily inspections of fuel levels and so on by drivers are followed by weekly attention from the automatic washing machines in the depot. Greasing is done fortnightly, and inspections of mechanical and electrical components are made by qualified mechanics at four-weekly intervals.

Until recently a preventive-maintenance docking plan was arranged at intervals of 40 weeks at the sub-area repair depots. Lighter vehicles were completely overhauled every



This modified B.M.C. 7-ton chassis answered the problem of finding a new mounting for post-hole boring equipment. Originally a four-wheeler, it has been converted into a 6 x 4 chassis by the addition of a Hendrickson swinging-beam bogie with rubber suspension.

of aluminium and plastics. A two-passenger seat is fitted beside the driver and there is a full-length bench seat at the rear. It is a notable example of an improved type of special body evolved by the department. Fittings include a heater-demister unit which is a feature now being adopted throughout the fleet. This equipment is regarded as a necessity to promote safety as well as comfort, particularly as many of these vehicles operate a 24-hour service during winter and summer.

On average, the Board erects 15,000 poles a year, and in many instances a post-hole borer is employed. This equipment was originally mounted on American 6 x 6 petrol-engined chassis, but these are approaching the end of their economic life. Vehicles for this work require good traction capabilities for cross-country operations, and replacement of the old chassis at first presented a difficulty. Eventually, a satisfactory solution was evolved by converting a B.M.C. four-wheeler into a 6 x 4 chassis with a mean wheelbase of 13 ft. 6 in.

This was achieved by reducing the length of the chassis and fitting a supplementary frame with a Hendrickson swinging-beam bogie with rubber suspension. Both axles incorporate differential locks, which greatly increase the available traction. The aluminium body carries a special mounting frame for the oil-engined borer. This can easily be removed to allow the chassis to be employed for other work.

Various types of aluminium body for four- and two-wheeled trailers have also been developed. They include

three years at the central repair depot. However, because of the improved standard of maintenance it has been possible to extend the 40-week interval to 52 weeks and the overhaul interval to four years. Heavier vehicles are completely overhauled every six years.

A particular advantage of the time-interval maintenance schedule is its ready co-ordination with the purchasing cycles. It eliminates unnecessary immobilization of vehicles and increases fleet utilization. Schedules are based on 13 four-week periods, and by the use of charts the maintenance programme is planned to fit in with purchasing arrangements.

Smart appearance is given top priority and painting costs are a prime consideration, involving a detailed investigation of the latest methods. All painting is carried out at the central depot and more than 600 vehicles were painted last year—the majority in three colours. The labour team in the spray shop comprises three operatives, who work an eight-hour day shift. The paint shop capacity is about four average-sized bodies, and internal movement is facilitated by mounting on light-alloy carriers.

This high rate of body finishing, at low cost, is made possible by using the hot-spray technique, with Vulflo paint. Equipped with a battery of electric heaters, the paint shop can be heated to working temperature with an insignificant time lag. This normally represents a temperature rise of around 30° F. A plenum system enables air to be drawn from an external inlet or from the interior of the workshop.

(Continued on page 791)

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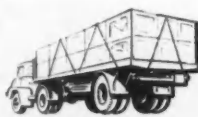
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semi-trailers

BODEN TRAILERS LIMITED, ROYTON, OLDHAM, LANCs. Telephone: Oldham, Main 5204-5-6

The central workshops are heated by a medium-pressure hot-water system which is supplied from an electric boiler of some 350 kW. Heated water is fed to pressurized storage cylinders and thence to radiant heaters fitted in the roof of the main block and around the sides of the paint shop. This is considered to be the most economical and convenient type of space heating, because normal requirements can be met by night storage and occasional boosting at reduced current rates. The equipment is compact and requires little or no maintenance.

Light vehicles are painted in three colours, the upper cream panels being separated from the lower green ones by a red band. The heavier vehicles are painted in dark green and have a red band also. Lower panels of the light vehicles were originally painted in blue, but as this was subject to serious fading dark green is now used.

Although in many cases the Board has to make use of existing premises for maintenance, it has been possible to erect a number of new buildings. New workshops are provided with three-channel sunken bays with full-length windows, tiled sides, floor heating and fluorescent lighting.

Stand plates, in the form of grilles, can be mounted at any level to enable mechanics to operate at any convenient height. By this method a team of three mechanics can normally carry out vehicle docks in approximately 40 man-hours. Special provision is made for servicing and maintaining injection equipment, special kits being supplied to the sub-area workshops.

Measuring for Wear

The central workshops are equipped to carry out any kind of work. During overhauls detailed checks are made of wear rates. Cylinder-bore measurements are taken when the cylinder head is removed for decarbonizing and the measurements of bores, piston rings and crankshaft journals are noted when a unit is completely dismantled.

The principle that cleanliness is a prerequisite to efficient work is the basis of all maintenance. Floors, benches, shelving and workshop fittings must present an immaculate appearance at all times. Bins, stands, trestles and similar workshop equipment are all painted white.

Advanced corrosion of body panels is a common fault on older vehicles and body reconditioning often involves the replacement of entire body sections. The Board's vehicles cover a relatively low annual mileage, and the cost of body repairs would be disproportionately high if special steps were not taken to resist corrosion and simplify repairs.

All vehicles are under-sprayed with a corrosion-resistant coating. It is a non-toxic and non-inflammable preparation which can be applied in the open workshop. Under treatment the vehicle is mounted on one of two hoists, in the centre of the shop, with the superstructure externally protected by a canvas hood. This prevents the sprayed material spreading into other parts of the workshop. Average time for treating heavier vehicles is four hours, but a private car or light van can be completed in 1½ hours.

Valuable savings in repair time have been made by the use of plastics sections and by patching metal bodies with the same material. This is preferred to repairs by welding. Plastics wheelboxes, for example, are extensively used to replace damaged steel components. Complete sections of the body frame have also been replaced by plastics.

Spare Bodies in Stock

A variety of moulds made from composite wood, aluminium and plastics is employed. A number of spare bodies is kept in stock, and this has enabled the turn-round time for a complete overhaul to be reduced to as low as eight days. Average turn-round target is 14 days.

Normal running involves repeated stops and starts, and engines consequently rarely maintain their optimum working temperature. Lubrication under these conditions is an important matter. After prolonged experiments new oil blends have been introduced to control cold corrosion and sludge formation. Engine lubricants are changed every 1,800-2,000 miles. Measures are taken to ensure rapid warming up and to prevent direct overcooling of the sump oil.

A common grade of engine oil is now employed throughout the fleet during winter and summer. It is hoped to have only the one grade of transmission lubricant in the near future. All commercial-vehicle and car engines are equipped with low-compression cylinder heads or pistons to enable them to operate on commercial-grade fuels.

The Board's vehicles often have to operate over rough terrain, and the possibility of employing pneumatic suspension for vehicles carrying fragile loads is now being given consideration. Because of the large number of stops and starts, heavy demands are made on starter equipment, and methods are being studied to improve the life of various components, particularly batteries. This has been aided by the use of an electric meter which records the number of starts during a run and the overall duration of starter operation.

Switch to Oil Reduces Traffic in Western Europe

ALTHOUGH the economy of Western Europe expanded in 1958, there was a reduction in transport by rail and inland waterway which was far from offset by an increase in road traffic. This was largely because of a switch from the use of coal to oil. Not only need a smaller tonnage of oil be carried in substitution for an amount of coal of equivalent heat value, but oil may conveniently be distributed by pipeline.

This is explained in the latest edition of the "Annual Bulletin of Transport Statistics for Europe," published by the Economic Commission for Europe, Geneva, Switzerland, at 9s. It states that the tonnage of petroleum products carried by pipeline in 10 or 15 years may be 4.5 per cent. of the total of all goods carried by various means of transport.

The corresponding current figure for the U.S.A. is 16 per cent.

Of a group of 10 Western European countries, Great Britain is shown as returning the highest passenger-mileage for rail and bus travel in 1958. The total for the two was 75,000m. passenger-miles (with road transport responsible for two-thirds of this figure), whilst the second highest was from France at 65,000m. passenger-miles, almost equally divided between road and rail.

France had the largest fleet of goods vehicles in Western Europe, and of the total of 1,432,100, 1,331,200 were run by ancillary users. The British fleet, at 1,289,000, was the second biggest. That of Western Germany totalled 644,395, and of Italy 511,570.

Estimates are given for the tonnages carried by road in 16 countries. The Russian figure of 6,474.4m. tons in 1958 was most closely approached by the British total of 1,000m.

International movement of vehicles is the subject of two tables in the book. One concerns passenger and the other goods vehicles. The first-mentioned reveals that Switzerland was the most popular destination for British coaches in 1958. A total of 1,415 of our vehicles entered that country, 8 per cent. more than in 1957.

The number of British goods vehicles which entered Western Germany in 1958, 176, was more than three times as many as in the previous year. Twenty-seven British lorries went to Switzerland and five to Yugoslavia.

L.P.G. Cuts Wear of Engines

OUTSTANDING reductions in engine wear, as a result of operating on liquefied petroleum gas, were claimed by a number of makers of mechanical-handling equipment at a demonstration in Birmingham last week organized by Shell-Mex and B.P. Gases, Ltd., 76-78 Strand, London, W.C.2.

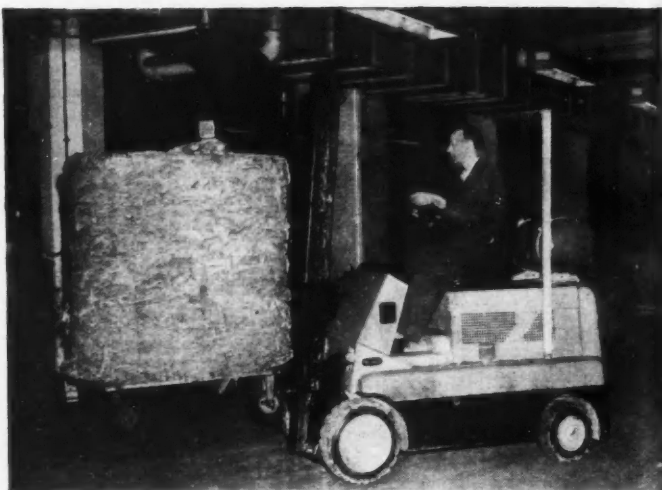
According to a technical representative of I.T.D., Ltd., Webb Lane, Birmingham, 28, one of the company's fork-lift trucks was operated for 1,500 hours by the Austin Motor Co., Ltd., with negligible wear of the converted petrol engine.

A detailed inspection at this stage revealed that maximum cylinder - bore wear was less than 0.0005 in., that the valves were in good order, and that reduction in the viscosity of the lubricant was negligible. The sump oil had not been changed during the period.

Claims by other manufacturers showed that the period between major overhauls may be increased by up to three times or more by using bottled gas, compared with operating on petrol, and that the running cost of a gas-fuelled vehicle is comparable to that of an oil-engined machine if the liquefied gas is supplied in bulk.

The majority of vehicles demonstrated was equipped with engines of the standard petrol-driven type converted to operation on liquefied butane or propane gas, but in the case of a Hyster 4,000-lb. fork-lift truck, shown by Fred Myers, Ltd., 24 Bruton Street, London, W.1, the engine was specially designed for operating on gas and had a compression ratio of 11 to 1. In normal applications the compression ratio of a butane-powered engine can be raised to 8.5 to 1, and an

This Hyster appliance of Carreras, Ltd., runs on L.P.G. contained in a bottle mounted behind the driving position. The engine has an 11 to 1 compression ratio.



increase to about 9.5 to 1 is possible if the engine is to be run on propane.

Conversion of a standard I.T.D. petrol-engined fork-lift truck to operate on bottled gas was demonstrated by the Lipton LP Carburettor Co., Ltd., Wooburn Green, Bucks, and the work was completed by a skilled mechanic and two unskilled assistants in under 15 minutes. Final adjustment of the gas carburettor to obtain maximum economy was made with the aid of an exhaust-gas analyser.

Apart from an increase in working life and reduced fuel costs, compared with operation on petrol, the use of bottled gas is particularly advantageous in some industries because there are no noxious fumes and the fire hazard is reduced.

If the compression ratio of the engine is increased to exploit the favourable octane rating of the gas, a higher maximum output is obtainable, and at a comparable compression ratio its lower cetane value gives smoother operation and higher torque at low speeds.

One tractor manufacturer claimed that gas fuel improved torque at low speeds to such an extent that the performance of the unit in top gear could be compared with that of an oil engine with the same maximum-power rating.

In addition to gas-operated vehicles, there was a demonstration of mobile space-heating equipment supplied with bottled gas. This can be employed for localized space heating, and its use represents a valuable economy measure if it obviates heating of an entire building.

Other manufacturers who demonstrated gas-driven equipment included Coventry - Climax Engines, Ltd., Coventry; the Industrial Machine and Equipment Co. (Brimtex), Ltd., Camberley, Surrey; Matling, Ltd., Fallings Park, Wolverhampton; and Ransomes, Sims and Jefferies Ltd., Ipswich.

A control valve on the Lipton dual-fuel carburettor allows a vehicle to be run on taxed petrol for road use but untaxed gas for work off the highway.

Ramped Floor in 78-seat Atlantean

A NEW Leyland Atlantean 78-seater which has entered service with Liverpool Transport Department is the third experimental high-capacity double-decker to be tested by the undertaking within the past 12 months, the others being an A.E.C. Regent V and an A.E.C. Royal Bridgemaster with air suspension.

The Leyland has a ramped lower saloon floor to avoid the 5-in. step over the rear axle hitherto standard in the Atlantean. Transmission is fully automatic, and heaters are fitted in both saloons. Ventilators are of the quarter-drop type and remain in any desired position.

Plastics were used for the front and rear roof domes of the new bus, as well as for the wing valances, windscreen surround and engine cover.



Letters to the Editor

Strike—and Be Damned!

THE reasons for the latest strikes by workers employed by British Road Services are even less easy to follow than usual, but, I believe, have something to do with time saved by conforming with the 30 m.p.h. speed limit. As if the speed limit made any practical difference today, unless it be to give a man time for another cup of tea at Kate's Cabin.

These footling strikes seem to occur only in the biggest undertakings, including those that are nationalized. They also appear to take place only in periods of high productive effort and some personal prosperity. They are nothing less than pistols at the heads of employers. Whether the strike is a success or a failure from the point of view of the employed, costs are inevitably raised, profits (intended for development) are cut and the industry concerned is one more step towards pricing itself out of business.

It cannot be coincidence that smaller, more efficient concerns are managed happily and successfully without strike action. Could it be that the disaffected B.R.S. drivers miss the personal touch of the smaller haulage business? Is the British Transport Commission too big, too unwieldy, too impersonal to get the best out of its men? And has not the customer already noticed the difference?

Epping.

TRADER.

The Right Address Helps

THE substitution of "Street" for "Road" and vice versa on advice and dispatch notes can involve a lot of useless chasing about: likewise badly written instructions, not forgetting the extraordinary transcriptions of telephone messages. Sometimes the fault can be traced to the dispatch office. Frequently it can be attributed to a customer, but as he is always right, a measure of diplomacy has to be exercised. Often he is given the benefit of the doubt, and a costly process it can be. A recent check in the transport office of a concern of building material producers revealed that many hours were lost by drivers because they had been given wrong addresses.

The time of a clerk spent in checking all new or unknown addresses against street maps and directories has shown valuable savings. Further, the cost of trunk calls in checking with customers in cases of doubt has been money well spent.

In larger towns, and particularly where congestion is greatest, the need for speedy discharge with minimum waiting is essential. It is, therefore, vital that drivers are helped in this matter and that they receive clear instructions.

In the drive to reduce congestion the method of placing

street signs needs drastic overhaul. Many of these signs were put up in the days of the horse, but are out of the lorry driver's range of vision. Often the condition of nameplates is such that it is virtually impossible to read them at any distance.

Surely it is time the country adopted a standard system of street nameplates that are easily read by all road users during daylight and darkness?

Southend-on-Sea.

TRUNKIE.

Tapering Speeds on Motorways

ONE of the phenomena of high-speed driving is the illusion, immediately upon reducing speed, that one is travelling much more slowly than is in fact the case. This is the frequent cause of racing drivers overshooting their pits when drawing in. In the interests of safety I submit that progressively slowing speed limits should be enforced over the final three miles at each end of the M1 motorway—the first a mile at 65 m.p.h. maximum, then one at 55 m.p.h. and the final mile at 45 m.p.h.

This means would enable drivers to reorientate their judgment and their reactions to the conditions they will encounter on emerging from the M1 on to the normal highway.

London, N.2.

ALAN HESS,

Group Public Relations Manager,
Simms Motor and Electronics Corporation, Ltd.

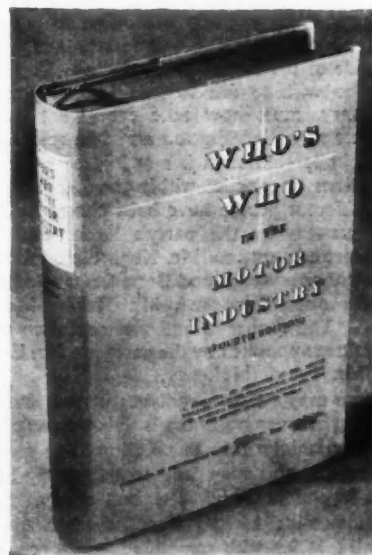
[Although there is much to commend Mr. Hess' suggestion, it should be borne in mind that not all drivers necessarily leave the motorway at either of its ends. Many turn off at one or other of the various flyovers linked with roads joined en route. Moreover, a series of differential speed limits would be difficult to enforce.—ED.]

"Who's Who in the Motor Industry"

THE scope of "Who's Who in the Motor Industry," the fourth edition of which has been published by Temple Press Limited, Bowling Green Lane, London, E.C.1, is valuably wider than its title might indicate. Not only are there concise biographies of some 1,400 persons, but also sections dealing with manufacturers, dealers and various associations, both in this country and abroad.

There are four main parts. The first is largely industrial in character, listing makers of vehicles and associated equipment, finance houses and dealers. The second concerns Government departments, professional societies, associations and clubs, whilst the third is a Press guide. The last part contains biographies of prominent people in the motor industry.

A most informative few pages are those which give the significance of various abbreviations. The edition has been thoroughly revised and costs £2 2s. from booksellers or £2 3s. 9d. by post from the publishers.



*Political Commentary**By JANUS*

Doppelganger

FOR reading Parliamentary debates, especially those in the House of Commons, a special technique or code is required, rather like one of those useful devices that blank out three parts of a bogus text and show up the true message in the spaces still left open. It is seldom, although not unknown, that a speaker does not have one or two points worth mentioning, but it seems to be more than his career is worth to put the points and leave it at that. He wraps them up in padding until it is difficult to recognize them, and protects them further by a stream of abuse directed towards whoever happens to be seated on the opposite side of the House.

Much of the haranguing and name-calling is in the tradition of good clean fun. M.P.s are expected to be wordy, and they chaff each other as if inviting an attack. But when the effervescence has died down and the speeches appear in the cold print of Hansard, they often seem very flat indeed. Parliament even appears to be playing a deliberate game of mystification. Only the initiated can tell whether a debate has been harmonious or stormy, constructive or the reverse, and the experts contradict each other at times. This is hardly surprising when a speech that appears to contain little besides vilification is described from the other side as a statesmanlike approach, and another apparently moderate and sensible speech is said to be introducing politics into what ought to be a non-party issue.

Bearing all this in mind, it is still possible to declare that the discussions on transport in both Houses of Parliament have been notably more agreeable in the first few weeks of this session than, say, a year ago. The statistician may count just as many jibes, accusations and threats. These are not as significant as the general impression that for the time being there is not the gulf that is usually so noticeable between the two parties.

Unpredictable Weather

The atmosphere may change, for the weather is as unpredictable inside Parliament as it is outside. Whatever happens, there will be a good deal of interest in the ideas and opinions on transport that eventually emerge from the left side of the House of Commons. The individual M.P., with no wish to fall foul of his party unless absolutely necessary, must now take care what he says on such subjects as nationalization and integration.

Symbolic—although it may not be symptomatic—of the hesitations on politics within the Labour party is the fact that different people have been chosen to deal with transport matters by the party's leader and by the party's transport committee. Mr. Hugh Gaitskell has delegated to Mr. Anthony Wedgwood Benn the task of opening debates for the opposition, with Mr. Robert Mellish as second string. The chairman and vice-chairman of the transport committee appointed by the party are Mr. Ernest Popplewell and Mr. Frank McLeavy.

There may be disadvantages in this arrangement. One is that whenever transport is debated each of the four will almost certainly have to be allowed to speak. There is a danger that this may lead to monotony after there have been several debates. The best of speakers is bound to start repeating himself if called upon too often. Other Socialist M.P.s with something useful to contribute might be discouraged from making transport one of their subjects

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of study when they find they have so few opportunities of speaking on it.

The occupational tendency of M.P.s to spread themselves when a few short sentences would do the job equally well may appear to be growing if the same people get up too often. It may become more difficult than ever to judge the true spirit in which the discussion is being conducted. Whatever the temper of the language, there will always be one important clue to follow. The point to look for is whether the speakers on the Labour side attack head-on or, instead, agree in principle with what the Government have in mind, and merely propose different methods of producing broadly the same results. The attack may take the form either of downright opposition or of proposals that run completely counter to Conservative policy. The alternative is to work within the framework of that policy and contrive as often as possible to stand in the limelight that the Government are just proposing to turn on themselves.

Neutral Ground

Mr. Wedgwood Benn has already contrived once or twice to use this later technique on comparatively neutral ground. Twice during the week before Parliament adjourned for Christmas he introduced the subject of traffic congestion. He was able on each occasion to be the first speaker, which made it possible for him to put all the points he wanted, secure in the knowledge that nobody could steal his thunder.

On the second occasion he was introducing a Bill to give the Minister of Transport more power to control the flow of traffic by means of a master plan without having to submit to the intervention of local authorities. The Bill was such that the Conservatives were not likely to oppose it in principle.

He may be disposed to continue with the tactics that have so far proved successful and have won him praise from all quarters, including the Government benches. Deprived of power because he sits on the wrong side of the House, he is determined to present himself as something more colourful than a mere "shadow" Minister of Transport. His rôle will be rather that of doppelganger, Mr. Ernest Marples' other self. Instead of shadow boxing, with the shadow inevitably the loser, Mr. Wedgwood Benn will employ a kind of political judo, using the strength of his opponent to attain his own ends.

Traffic congestion was an easy subject on which to practise. The road programme will present little more difficulty. The test will come with the really contentious themes, such as the road-rail problem, the fortunes of the British Transport Commission, licensing and, of course, nationalization. On all these matters the adaptable and intelligent Mr. Wedgwood Benn may once again contrive to read the mind of the Minister or of the Government and forestall them with his own proposals, a little earlier and a little more far-reaching than theirs.

He still has to reckon with his own party. They may be willing to allow him the maximum scope, feeling that, as they have lost the art of winning elections, there is no objection to learning from the Conservatives. Or they may agree that a subtle form of imitation is the best they can do until they have made up their minds about their policy.

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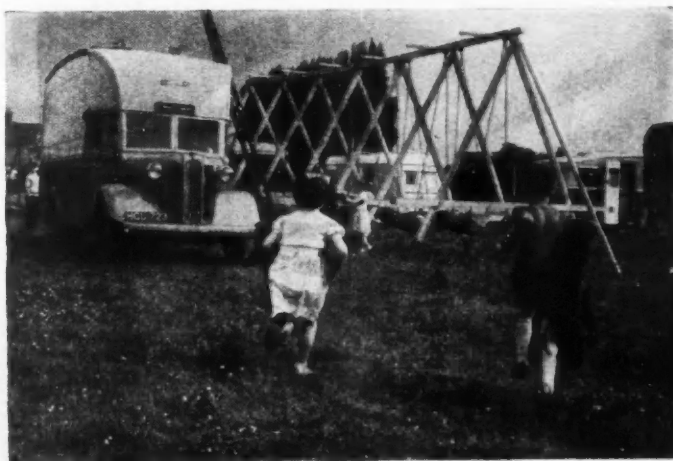
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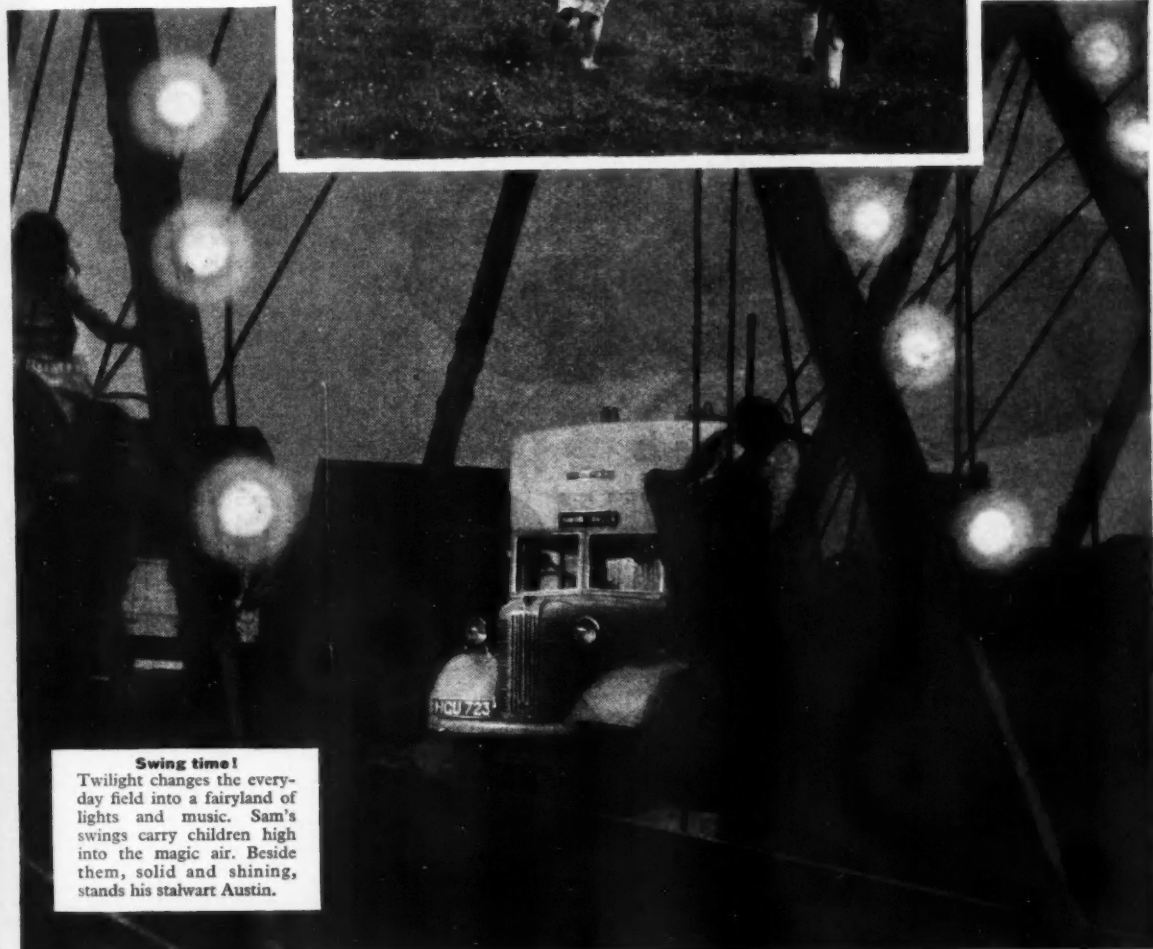
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The fair goes up
Sam Smith's 10-year-old Austin 2 tonner carries a generator, all his gear, and tows his 4 ton caravan as well. It comes in handy too for erecting and dismantling the swingboats.



Swing time!

Twilight changes the everyday field into a fairyland of lights and music. Sam's swings carry children high into the magic air. Beside them, solid and shining, stands his stalwart Austin.

PAINTED WAGONS roll along the summer roads of Britain. The fun of the fair is on the move. Loaded convoys are bringing blaring life to surprised meadows. For a day, two days, merry-go-rounds and dodgem cars whizz among the daisies. Then, quickly as they came, stalls and shies, caravans, dogs and people vanish. And are off on the road again.

The small world of Smiths

Among those who travel the fairgrounds of the West Midlands are the Smiths. In the small world of this big family are Sam Smith, his wife and 14-year-old son.

On the fairground Sam runs 6 swingboats and 8 slot machines. On the road he drives a lorry with a 4 ton caravan in tow, his family, fair gear and a small generator on board. His

lorry is no ordinary vehicle, as Sam will proudly tell you. "It's the best motor ever made. It'll go forever and a day." The motor is a 1949 Austin 2 tonner.

Sam's remarkable veteran

Before Sam Smith bought it, his Austin worked hard for the General Electric Co. Ltd., Birmingham. "I've had it 4 years now and I haven't spent a bean on it. She stands out all winter too and when it's time to go I push the button and we're off. Never have to use the handle."

Hills? "Never bother me, hills don't," says Sam. "The lorry just keeps pulling all the way. I wouldn't swop it for anything." He should know—he's been driving for 25 years now.

What about petrol consumption? "25 m.p.g. empty, 15 m.p.g. loaded. I ain't kidding. It's definitely been a good lorry. It's done its job and done it well." What Sam Smith makes on the swings, he doesn't lose on the roundabout with Austin!

The veterans of the future will be found in the present Austin range—widest commercial range in Britain. 1 to 2 ton vans, 2 to 7 ton trucks—tipper, prime movers, chassis units. All with 12 months' warranty and backed by B.M.C. Service.

AUSTIN

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THE PEAK PROBLEM: Is There a Solution?

STEADILY, if almost imperceptibly, the problem of the peaks was growing worse, said Mr. A. F. Neal, general manager of Manchester Transport Department, in a joint paper read in London on Monday before the Institute of Transport. He added that measures of alleviation would seem rather to encourage the growth of peak-hour traffic.

With the exception of undertakings concerned mainly with holiday traffic, maximum demands on working days occurred normally between 7 a.m. and 9 a.m., and between 4 p.m. and 6.30 p.m. Within these periods there was a further accentuated peak and it was found that, in some instances, the maximum number of vehicles was in effective service for only 15 minutes in any peak, and in many cases for only an hour or less.

Off-peak Loads

If the maximum peak service were used as a basis, it was found that the off-peak varied from 27-80 per cent. in the case of local authorities and was probably less than 50 per cent. in half the undertakings. In London, however, the off-peak service was approximately 80 per cent. of full-peak service, which, to the provincial observer, was surprising. Comparison of vehicles in service was not necessarily the best, and Mr. Neal preferred a comparison of passengers carried throughout the day as giving a more accurate picture.

In one large provincial undertaking, for example, the off-peak service, measured in vehicles, was approximately 40 per cent.; when measured in passengers carried, the service was of the order of 20 per cent. If the vehicles were fully laden at the peak period, they were only half-loaded at the off-peak.

There seemed little doubt that the position was changing for the worse. Important factors were the general change in industry from a 47-48-hour week to a 44-hour week and the wide adoption of the five-day week. There was a tendency for industrial and commercial loads to coincide.

More Passengers at Peaks

Mr. Neal quoted a large undertaking which, in the four peak hours of 7 a.m. to 9 a.m. and 5 p.m. to 7 p.m., carried 44.9 per cent. of their passengers in 1939. Twenty years later the proportion was 48.2 per cent. From 10 a.m. to 4 p.m. the percentage of passengers was now 21.1, compared with 24.3 in 1939.

If, as seemed probable, the average working week were shortened to 42 or 42½ hours, the peak period for the industrial load would be reduced by approximately 20 minutes, either in the morning or evening, or partly at both periods. Thus, the industrial peak would be even closer to the commercial peak.

If the duration of both peaks were taken at present as four hours, and this

were shortened by 20 minutes, many more vehicles would be required to provide the same service to the public with no increase in revenue. In the undertaking referred to, the estimated increase would be some 10 per cent.

So far as the effects of the peak were concerned, fleets must be large enough to carry the load. A large proportion was in use for not more than four or five hours per day, with some vehicles performing only one useful journey in the morning and evening.

On the other hand, vehicles on the all-day service were effectively used with an average week's work per vehicle of between 50 and 60 hours. Nevertheless, a costly garage more than half-full of idle buses was neither encouraging nor satisfying. The overall costs of maintenance and servicing were increased because certain of the operations, such as cleaning, could not be related to mileage.

Staff had found that the freedom inherent in their jobs was counterbalanced by awkward shift-working and mid-week spreadovers of 11 to 12 hours. When the peak was high it was impossible to schedule a full day's work for the crew, even when working awkward hours and spreadovers.

Cost greatly increased when part of the fleet was not in use and when staff had to be paid for time when work was not available. Peak-hour loading was usually uni-directional, so that nearly half the

mileage was run with empty vehicles. Costs of peak vehicle-mileage compared with those of all-day mileage, when taking into account fixed charges per bus, time charges per hour and mileage charges per hour, were: Peak hour, 40-45d.; all day, 25-28d. The real costs could be as high as 70-80d.

Vehicles with the highest effective capacity must be employed. The 72-seat trolleybus, with eight standing passengers, had done good work in many industrial centres. The 30-ft. motorbus, with front entrance and carrying up to 78 passengers, could make an equal contribution. On radial services even more standing passengers could be handled, but some work study and service trials were necessary.

Help the Conductor

All possible aid should be given to the conductor, including a simple fare system, abolition of the halfpenny fare, universal use of the 8-ft.-wide vehicle and probably a return to the front-entrance vehicle. Services increased or duplicated, and turned short to segregate long- and short-distance passengers, were all useful. So, too, were limited-stop, or even non-stop services, to housing estates.

Great savings could be accomplished by reducing the peak during the worst 15 minutes. A 30-minute extension would be beneficial and levelling of the peak within the existing peak would also help.

The common suggestion that lower fares in the off-peaks would attract passengers from the peak hours was invalid because time and convenience were rated higher than a small saving in fares.

New London Development Plan Needed

DISCUSSING the same problem as it affects metropolitan rail transport in general and the Southern Region in particular, Mr. P. A. White, line traffic manager, south-eastern division, British Railways, said that only a new overall development plan for London could improve the situation.

Southern Region ran approximately 1,200 trains during the morning and evening business periods, when 600,000 journeys were made. As compared with 1939, 15,000 (6 per cent.) more seats were provided. The travelling public, however, had increased by 23 per cent. Off-peak demands, on the other hand, had declined, so that the overall increase in traffic was some 15 per cent. higher than before the war.

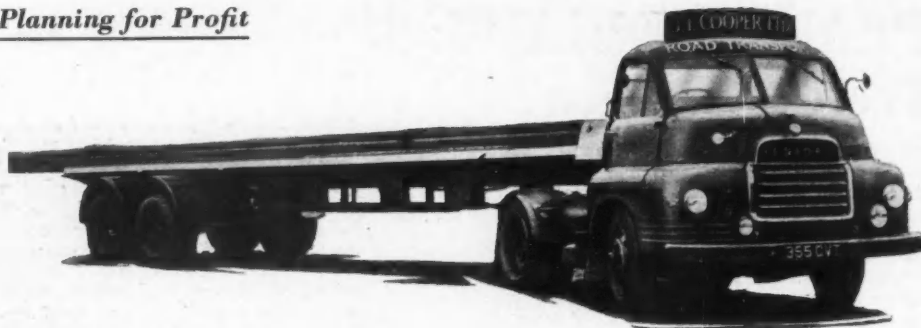
Steps to resolve the problem fell into three categories. First, the capacity of rail facilities should continue to be increased to keep pace with demand; secondly, an attempt must be made to move demand away from the rush hours, and, thirdly, it was proposed in some quarters that the scale of the daily migration should be reduced.

There was little scope for squeezing more services on to existing tracks. Already, possibilities of improving line capacity by electrification, colour-light

signalling, the provision of flyovers and underpasses, and the use of multiple-unit stock, had been exploited on a large scale. The work had meant a capital outlay of millions of pounds. By the time the schemes had been completed, the growth of business travel had cancelled out the expected advantages.

Efforts to spread the peak load by applying the laws of supply and demand, thus raising fares against peak travellers, ignored the realities of the situation. Economics tended to become submerged under concepts of social justice. Many managements were afraid that staggering of working hours would lead to a loss of business efficiency and staff difficulties provided the background to much of the reluctance to change. Domestic obligations of married women were quoted as another reason for not changing business hours.

The construction of new satellite towns had had no perceptible influence on the commuter problem, except that in the next 10-15 years 100,000 new daily travellers to London could be expected. This would be well beyond the limit of what was practicable without a complete remodelling of the railway system and an expansion of facilities on a scale which was not yet contemplated.

Planning for Profit

J. L. Cooper, Ltd., Stoke-on-Trent, have equipped the semi-trailer of this Bedford with a third axle supplied by Henry Boys and Son, Ltd., Walsall. The conversion not only relieves the standard axle of weight but also increases the payload.

Keep Depreciation Simple

OF all the 10 items of operating costs, depreciation is probably the one which causes most difficulty to both newcomers and established operators alike. Newcomers either have only a hazy understanding of it or ignore it completely.

Rightly used, the many forms of hire-purchase and credit-finance facilities now available are of substantial assistance to a wide range of users. It is unfortunate, however, that the possession of a new vehicle can make it easier for the inexperienced operator to overlook those items of non-immediate expenditure, such as major repairs, new tyres and, above all, ultimate replacement of the vehicle. In that event, no funds will have been accumulated and further capital outlay will be required from other sources if the user is to remain in business.

Unfortunately, any such difficulty will not necessarily be confined to the one operator. There is every possibility that, throughout the period when the original vehicle was in use, the rates which the operator had been quoting to his customers will have been inadequate to provide for his real costs and leave an adequate profit margin. Although he may not have been deliberately undercutting his competitors, he will undoubtedly have done so. In such cases the trouble really stems from the operator's inability to keep and maintain adequate records of both immediate and deferred expenditure. In the absence of such records the immediate costs are looked upon as total expenditure.

Moreover, experienced operators who fully appreciate the importance of making proper provision for depreciation costs hold different opinions about how they should be calculated. Basically, all 10 items of operating costs depend on either time or mileage, resulting in the appropriate division as between standing and running costs.

As regular readers of this series of articles will be aware, depreciation is normally calculated here on the basis of mileage, and this principle is adopted also in compiling "The Commercial Motor" Tables of Operating Costs." After consideration of alternative methods, calculation by mileage was considered the simplest and most generally appropriate to the normal operation of the various types of vehicle dealt with. It is not, however, claimed that this method is correct on all occasions. Special circumstances of operation may necessitate a different approach.

An unusual roof contour has been applied by Marshall Motor Bodies, Ltd., Cambridge, to the ambulance bodywork of this Morris J2. Stewarts and Lloyds, Ltd., Corby, are the users. Various accessories were fitted by Wallis's Garages, Kettering. Six seated patients may be carried, and there is provision for a stretcher case.

A sense of perspective must always be maintained when considering the adoption of any particular form of recording or costing. Accuracy must always be a principal aim, but there is a limit to which the additional work caused by more complicated systems is justified. It is on this score that some of the more elaborate methods of calculating depreciation are impracticable for most road transport operators.

Nevertheless, it is important that operators should have some knowledge of the simpler alternatives in calculating depreciation. This particularly applies where the time element in work is high, relative to the mileage covered, such as in many kinds of tipper work or seasonal coach operation.

Even for normal operation, however, some users contend that they prefer to deal with depreciation on a time basis. This does not necessarily invalidate the mileage method. In fact, when applied to normal average mileages and operating conditions, the results obtained by either of these two methods may turn out to be similar, if

not identical, because the extent of usage virtually coincides.

Where vehicles are regularly operated, the weekly and annual mileage tends to be similar, one week or one year with another. If, for example, a vehicle averages 600 miles per week, it is immaterial whether one depreciates over a five-year period or on 150,000 miles. When the word "year" is used in this sense, there is invariably a mileage implication. Thus, in this connection there would be no relationship between a year's operation of an eight-wheeler on trunk service and the corresponding period of use to which a trader may put his small van employed on local work.

Mention of the small van employed on retail delivery introduces another factor—obsolescence. As with some types of

(Continued on page 797)



Further outlook: Fine...

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coach and car hire, the competitive conditions of trade, together with the high advertisement value attached to the vehicle's appearance, may necessitate replacement much sooner than would normally be justified on the basis of physical depreciation or uneconomic operation. The same applies to other types of commercial vehicle where the average mileage is exceptionally low, although the incidence of obsolescence will probably not be so severe. In this case it is brought about by the long period the vehicle would have to be in service in order to aggregate the total mileage which would otherwise have been considered to be a reasonable estimate of its life.

Whilst exceptional circumstances may cause some adjustment of the method used to calculate depreciation, it is virtually implicit that they would be individual to each operator, who alone would have the information necessary to make the appropriate estimate.

It is not strictly true to claim that depreciation depends on the economic life of a vehicle, as this can be conditioned to the use to which a vehicle may be put. It is common practice, for example, for fleet users to demote, periodically, groups of vehicles from one use to another. Vehicles formerly on long-distance work might be transferred to medium-distance or local duty if they were not in the maximum weight capacity, whilst passenger operators, in rural areas at least, might transfer vehicles formerly employed on coach work to local bus services.

Cumbersome Calculation

In the case of the passenger operator, although calculation of depreciation on a time basis might well have its use when applied to spasmodic coach operation, it might be cumbersome to revert to calculation by mileage when the same vehicle was transferred to other work. For the small user, at least, such complication would be hardly justified, so long as the main objective of providing sufficient funds for a replacement vehicle at the appropriate time was achieved.

There may also be another reason why calculation of depreciation on a time basis is adopted by some users, and especially C-licensees. In these instances, they find it convenient to do so to keep in line with their companies' methods of dealing with this item of expenditure in their main business. Alternatively, it may be expedient to tie up with income-tax calculations and allowances.

At this stage, it should be remembered that the basic purpose of commercial-vehicle recording is to enable the user,

whether he be a professional operator or C-licensee, to ascertain his own costs and subsequently make an appropriate charge where necessary. Particularly where rates have to be quoted, it is necessary for commercial purposes to be able to offer a comparatively stable rate which need be changed only as prices or costs, outside his control, vary.

It would be both impracticable and more complicated to try at yearly intervals to reassess the current values of vehicles and to readjust costs of depreciation accordingly. If that were done a different rate would apply for virtually the same service offered to the customer, albeit with a slightly older vehicle.

Having Repercussions

The growth of quantity production, and its increasing application to commercial vehicles, is also having repercussions on vehicle costing in general and the item of depreciation in particular. Obviously, maintenance and depreciation are two items of operating cost which are closely related, whether the vehicle is quantity produced or not. The wider range of quantity-produced vehicles is, however, necessitating some reassessment of the relative values of maximum availability or vehicle life.

Particularly in the case of ancillary users, where financial resources can be made available if it can be shown that they can be put to good use, it may well be that the provision of adequate maintenance facilities will extend the life of the vehicle and lower the cost of depreciation. To achieve that end, however, the cost of maintenance may be increased, although not necessarily to the extent which depreciation could be decreased.

The third factor of availability of vehicles for service could well be of even greater importance, although in many otherwise well-kept recording systems its significance can tend to be obscured. This is because its effect is negative rather than positive. Whilst there will be no addition to the total operating cost, there will be an increasing loss of revenue as the periods of non-availability become longer, resulting from an extended programme of major overhauls.

This aspect of depreciation affords a good example of the inter-relationship of all 10 items of operating cost. Whilst it is natural, when considering ways of reducing individual items of cost, that efforts should be concentrated on that sphere of operation, the repercussions which any proposed change may have on other items of cost cannot be ignored. S.B.



Dumpers Sent Below Ground for Life

TWO Swedish Scania-Vabis 10-ton dump trucks are at present working nearly 1,700 ft. below ground level in an iron-ore mine in the north of Sweden. To get the vehicles down to their working stations they had to be completely dismantled and lowered down one of the mine shafts for reassembly underground. A special workshop had been prepared in advance for this operation.

The vehicles are claimed to be the first in the world to be operated under such conditions, and the company—Luossavaara-Kiirunavaara—are awaiting results of this experiment. The dumpers were thoroughly tested above ground before being consigned to the depths, and their assembly below ground occupied only two days.

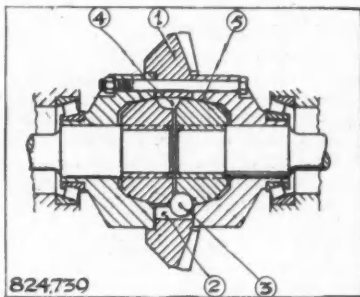
The mine where they are operating is in Malmberget.

This is one of two Scania-Vabis dumpers working in an iron-ore mine in Malmberget, Sweden. It was assembled underground.

c31

A Gearless Differential

PATENT No. 824,739 shows a differential gear in which the two output members are coupled by balls used as keys. The balls are free to run in tracks which allow relative movement. (Daimler Benz A.G., Stuttgart - Unterturkheim, Germany.)



The outer casing carrying the crown-wheel (1) is provided with numerous semi-circular keyways (2) which contain half of each ball (3). The two output members have undulating semi-circular ball tracks (4), one of which has five sine waves whilst the other has six. Because of this, a vernier-like action takes place, the balls moving from side to side as this happens.

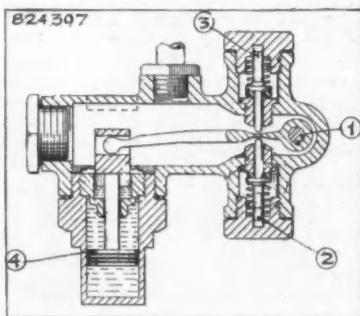
The design shown is self-locking in the event of wheelspin, having close-fitting conical faces (5) which bind together if the balls, by their rapid sideways movement, produce heavy end loads.

LEVELLING VALVE

IF the height control unit for an air suspension system gives a too rapid response unnecessary demands can be made on the air supply. A levelling valve with a delay action to obviate this is shown in patent No. 824,397. (The Firestone Tire and Rubber Company, 1200 Firestone Parkway, Akron 17, Ohio, U.S.A.)

The control unit is shown in the drawing. It is attached to the frame of the vehicle and the height sensing device is connected to the axle casing. The action is such that a change in frame height results in rotation of a spindle (1). When the spindle turns, a lever fixed to it can open either an inlet valve (2) or an exhaust valve (3).

The valve actuating lever is extended



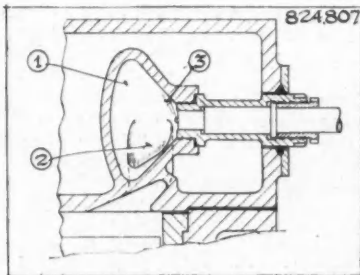
to operate an oil dash-pot piston (4). This mechanism delays the lever movement by a pre-set period to prevent excessive use of air. The delay period can be varied by an adjustable leak through the dash-pot piston.

SWIRL CHAMBER DESIGN

PATENT No. 824,807 states that swirl chambers in the cylinder head of an oil engine should be arranged so that injected fuel wets the chamber walls over as large an area as possible (Maschinenfabrik Augsburg - Nurnberg, A.G., 7 Stadtbachstrasse, (13b) Augsburg 2, Germany.)

Referring to the drawing, the chamber (1) is conical in section, the included angle being 90 degrees. Communicating with the cylinder is a passage in the form of a narrow slot (2) at the swirl chamber end. The slot breaks tangentially into the chamber, explaining the curious outline in the drawing.

The injector is placed on the axis of the cone and in addition to a main central jet directs a number of small sprays (3)



on to the chamber walls. The rapid rotation of the air causes these jets to deposit a thin film of fuel over the conical area. This layout is said to give quiet, smokeless running and enables an engine to be run on a variety of fuels.

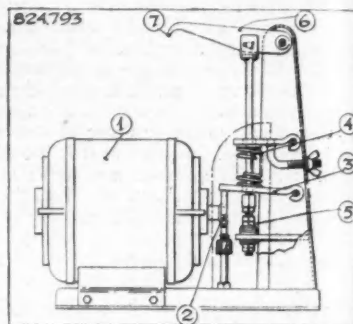
ROAD-RAIL TRANSPORT

PATENT No. 822,913 describes the carriage of semi-trailers on rail trucks. The frame of the truck forms rails for the wheels of the semi-trailer, which has, in addition to normal road-wheels, a set of flanged metal wheels. The patent covers the clamping devices for locating the trailer during rail travel. The patentee is Société pour l'Union des Ferroviaires et Routiers, 38 Avenue Hoche, Paris.

PISTON RESTORATION

A MACHINE for peening the inside of worn piston skirts to restore them to their original size is shown in patent No. 824,793. (G. Matcham, 39 Parchment Street, Winchester.)

The machine consists of a motor (1), the spindle of which carries a two-lobed cam (2). This imparts two lifts per revolution to a pivoted striker (3) against the pressure of a spring (4). The cam form is a double "snail" giving a slow



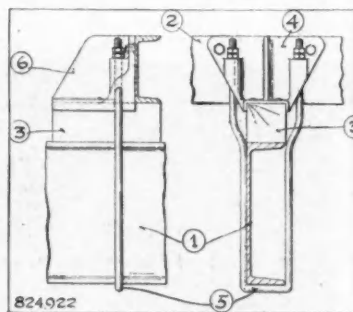
rise but a rapid fall, the striker being arrested in its descent by an adjustable anvil (5). A link connects the striker to a hammer (6) provided with a ball-shaped end (7).

The piston is held in the hand and moved about under the vibrating hammer. It is claimed that by skilful handling, the piston can be restored both in size and circularity.

CROSS-BEARER LOCATION

PATENT No. 824,922 describes a means of fixing body cross-bearers so that they are better able to withstand stresses transmitted from the chassis frame. (Barham Bros. (Coach Builders), Ltd., Mottspur Drive, Northampton.)

The drawing shows both longitudinal and transverse sections of the chassis members (1) and the cross-bearers (2), the two parts being separated by wooden blocks (3). The joint is made, by sturdy angle-brackets (4); these are firmly bolted to the cross-members and held on to the chassis by U-bolts (5). The webs (6) make the angles very rigid so that twisting forces are converted into extra tension in the U-bolts.



The wood blocks are screwed to the underside of the brackets. Wood is used because it prevents electrolytic corrosion between the light-alloy brackets and the steel frame members.

NOVEL FUEL FOR C.I. ENGINES

PATENT No. 821,725 comes from the Esso Research and Engineering Company, Delaware, New Jersey, U.S.A., and describes a scheme for using naphtha as a fuel for oil engines. The naphtha is injected in the usual way and the ingoing air is also lightly carburetted with the same fuel, not, however, to a combustible degree.

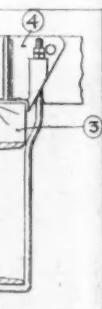


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1951 ATKINSON 8-wheel tipper, 6LW, clean, £985. Langley Mill Commercial Vehicles, Derby Rd., Eastwood, Notts. Phone, Langley Mill 2623. 839-319

HALFWAY AUTOS.

1959 ATKINSON articulator, 6LX diesel engine, 6-speed, air change, air brakes, 24-ft. trailer, £4,750.

1938 ATKINSON 6-wheeler, 24-ft. box body. SOUTHEAST ARTERIAL RD., East Horndon. Herongate 394. 839-341

1951 ATKINSON 8-wheeler, 6LW, 5-speed box, DD axles, 24-ft. box body, 40 by 8 tyres, as new. £1,250.

1950 ATKINSON 6-wheeler, 6LW, 5-speed box, DD axles, 22-ft. flat alloy body, 40 by 8 tyres, near new, in showroom condition, £950.

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AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre. £180.

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OFFER NEW AUSTIN VEHICLES FOR

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NEW 1-ton diesel van and van front end.

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1957 AUSTIN A152 Omnivan, guaranteed, £395.
1955 AUSTIN LDI 1-ton van, £345.
1957 AUSTIN A40 van, guaranteed, £295.
1955 AUSTIN A40 gown van, £250.
1958 AUSTIN A35 van, 12,000 miles, guaranteed, £370.
1956 AUSTIN A40 pick-up truck, guaranteed, £295.

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Mal 3633.

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GIPSY, petrol, demonstration only, £565.

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NEW Omnicoach.
NEW A55 pick-up truck.

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NEW BEDFORD 5-ton normal-control, long-wheelbase chassis-cab, diesel, list.
BUY NOW!!! Take advantage of low hire-purchase deposit, part-exchanges certainly with fair allowances.

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1954 BEDFORD 2-3-ton Luton van, diesel, £425.
1955 BEDFORD 2-3-ton truck, £495.
1954 BEDFORD 5-ton long-wheelbase truck, £345.
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base tipper, blue,
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eelbase U tipper,
base tipper, £165.
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ALL other models early delivery.
ALSO the following reasonably priced used BEDFORDS:
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BEDFORD 3-ton truck, good order through-
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Workabust.
Utilabake, first-class bargain.
Workabust, good throughout.
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BEDFORD 10-12-cwt. vans and conversions, large
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with 2-speed rear axle, good drop-side body,
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truck, very good condition and good
tyres, £495.
BEDFORD 30-cwt. drop-side truck, recent reconditioned
engine and general, very sound, £395.
VERY easy hire-purchase terms and part-exchanges
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1954 BEDFORD 30-cwt. petrol van, one owner,
plain colour: immediate delivery.
HIRE-PURCHASE terms arranged. 839-104

1954 R6 BEDFORD-SCAMMELL artic. tractor unit,
fitted automatic coupling gear, in very good
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Weybridge 2233.

1951 BEDFORD 30-cwt. van, 3-way loader, £75. 839-227

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Motors, Charnminster Rd., Bournemouth. Winton 1777. 839-148

1956 BEDFORD CA van, £275. Wray Park Garages,
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1956 BEDFORD 7-ton long-wheelbase drop-side
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4X4 With winch, low mileage, M.O.S., rebuild, from
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engine, 6-cu.-yd. drop- and fixed-side body,
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£395.

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NEW BEDFORDS. IMMEDIATE DELIVERY.

NEW BEDFORD forward-control 10-ton tractor, 300
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£1,317 3s. 6d.
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tipper, 300 diesel, 2-speed axle, £1,484 3s.
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300 diesel, chassis-cab, H.D. tyres, £1,153.
NEW BEDFORD forward-control 7-ton, 166 wheelbase,
Leyland engine, chassis-cab, 9.00 by 20, £1,453.
NEW BEDFORD 7-ton, forward control, 300 diesel,
156 wheelbase, chassis-cab, fitted flat platform and
headboard, £1,261 15s. 6d.
NEW BEDFORD 6-ton, forward control, 300 diesel,
chassis-cab, 156 wheelbase, £1,142 5s. 6d.
NEW BEDFORD 5-ton normal-control E.L., 300 diesel,
chassis-cab, £1,040.
NEW BEDFORD 5-ton normal-control E.L., petrol,
chassis-cab, £922 3s.
NEW BEDFORD 15-cwt. 12-seater utility busette, £583.
NEW BEDFORD 15-cwt. Walker builder's truck, £523.
NEW BEDFORD 15-cwt. long van, £477.
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NEW BEDFORD 15-cwt. 12-seater busette, £627.
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£614.
THE above is only a selection from our stock of new
BEDFORDS for immediate delivery.

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1958 BEDFORD 15-cwt. Osborne milk floats, choice
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tractor, Scammell coupling, with 23-ft. flat
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complete with headboard, choice of six, £750.
1956 BEDFORD 5-yd. tipper, petrol, £525.
1954 BEDFORD 3-ton van, £325.
1953 BEDFORD 5-yd. tipper, petrol, £425.
1957-56-54 BEDFORD CA vans from £300.
SALES staff on duty 9 a.m.-7 p.m., Saturdays 9 a.m.-
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1951 30-cwt. truck, P4 diesel, £185.

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1957 BEDFORD 4 by 4 7-tonner, 27,000 miles, not
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1955 BEDFORD 5-ton long-wheelbase diesel platform
truck, Bonalack alloy framed body,
length 17 ft 6 in., in first-class order throughout, one
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Gordon King Motors, Mitcham Lane, S.W.16. 839-252

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tipper, one owner, £425. 839-236

1953 Ditto, 4-yd., £365. 839-236

1956 CA van, £300. 839-236

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone
271. 839-76

1954 BEDFORD A-type short-wheelbase tipper, steel
body, P6, very clean, £325. 1952 Bedford 5-
type short-wheelbase tipper, P6, Eaton axle, clean, £290.
Langley Mill Commercial Vehicles, Derby Rd., Eastwood,
Notts. Phone, Langley Mill 2623. 839-315

1958, June, BEDFORD medium-wheelbase tipper,
steel body, 900 by 20 tyres, 300 cu. in. engine,
nice condition, £795. H. and N. Motors, Bridgman St.,
Bolton. Phone, Bolton 827; after hours 4652. 839-382

E. J. BAKER, Birchett Rd., Aldershot. Phone, Alder-
shot 777. 839-419

1954 BEDFORD 5-ton long-wheelbase, P6, drop-side
and conversions. 839-419

Used Goods Vehicles (contd.)

1954 Long-wheelbase 7-ton BEDFORD, Perkins
diesel.
COOMBS SERVICE STATION LTD., By-pass Rd.,
Guildford. Phone 62927. 839-344

1953 BEDFORD (P6) 7-ton long-wheelbase tipper.
1951 BEDFORD (petrol) 7-ton drop-side truck.

BARTON MOTORS (PRESTON), LTD., Preston
Phone, Preston 4664. 839-169

1955 BEDFORD CA van, good condition, £265.

1954 BEDFORD CA van, £225.

COOMBS COMMERCIAL (GUILDFORD), LTD.,
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62907. 839-497

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A BEDFORD for sale? Phone, Hamilton Motors,
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dington 0022 (12 lines). Immediate settlement and best
prices. 222-915

BEDFORD ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

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71 GREENWICH SOUTH STREET,

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Greenwich 2033-4. 222-994

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Bedford! Trucks, tippers, vans, Lutons, etc. G.T.C.
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Advance 5242-3. 222-814

B.M.C.

1956 B.M.C. diesel long-wheelbase drop-side tipper,
a very good and useful vehicle, 2-speed axle,
power steering, £650; choice of two. Terms and exchanges
considered. B.M.C. diesel artic. tractor unit, Scammell
coupling, 2-speed axle, very good order, £600.

Similar B.M.C. with S.A.E. coupling, £600.
RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 174. 839-273

1956 B.M.C. 5-ton, forward-control, long-wheelbase
16-ft. 6-in. Bonalack drop-side body, Helper
springs, 8.25 x 20 tyres, £495. Warners Motors, Ltd.
Tewkesbury. Phone 2108. 841-2026

1957 B.M.C. 5-6-ton diesel drop-side trucks, choice
of three, all under 30,000, £595.

A. OWEN, LTD., 72-74 Park Hill, S.W.4, Macclesfield
7211-9. 839-337

COMMER

1952 7-ton petrol drop-side, £60.

1954 7-ton petrol platform, £70.

1951 7-ton petrol platform, £55.

JOHN HUDSON, Bowry 362. 839-214

1956 COMMER, Rootes diesel, 18-ft. platform, new
engine, £725.

1954 COMMER Superpolice 850-cu.-ft. pantechonion,
£325.

SEVERAL COMMER QX petrol lorries, 1950-46, from
£50.

JOHN JORDAN, official Rootes retailers, Manor Garage,
Sandy, Beds. Phone 271. 839-74

1951 COMMER 25-cwt. van, round body, gearbox
requires attention, bargain, £40.

1948 COMMER 7-ton truck, petrol engine, excellent
condition, £125.

E. J. BAKER AND CO. (DORKING), LTD., High
St., Dorking 3822. 839-256

1956 COMMER TS3 diesel artic. unit, S.A.E.
coupling, clean and in excellent order, £625.
Trailers available if required.

1956 COMMER TS3 diesel long-wheelbase truck,
18-ft. body, very clean vehicle and excellent
runner, £650.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 174. 839-273

7-Ton tipper, 1950, £195. Brew Bros., Ltd., 133 Old
Brompton Rd., S.W.7. Fre 3333. 839-235

1949 COMMER (P6) 5-ton platform lorry.

BARTON MOTORS (PRESTON), LTD., Preston
Phone, Preston 4664. 839-168

1955, August, COMMER 25-cwt. van, late type,
£165. H. and N. Motors, Bridgman St.,
Bolton. Phone, Bolton 827; after hours 4652. 839-380

1956 COMMER TS3, petrol, tipper, alloy body,
good condition, £585. Choice of two. Walter
Walker (Ecclesfield), Ltd., Ecclesfield, near Sheffield.
Phone, Ecclesfield 3667. 839-460

DENNIS

1955 DENNIS Stork 15-ft. drop-sider, new hori-
zontal underfloor engine and checked through-
out, ideal coal delivery or similar.

DENNIS Pax P6 17-ft. drop-sider, £175.

1951 Ditto, fitted long-wheelbase 14-ft. drop-side
twin Telehoist tipping body, £250.

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone
271. 839-75

E. J. BAKER AND CO. (DORKING), L. TD.

BEDFORD MAIN DEALERS.

JULY, 1954, DENNIS Centaur 8-ton diesel, 18-ft.
dorie-drop-side body, Eaton 2-speed axle, 5-speed
gearbox, very well tyred, in excellent condition through-
out, £500.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391. 839-419

839-222

B37

Used Goods Vehicles (contd.)

1957 7-ton DENNIS Pax III, 5-speed box, 18-ft. platform body, 8.25 by 20 tyre equipment, one C-licence owner from new, immaculate condition. Marshalls (Cambridge), Ltd., 120 Goldingdon Rd., Bedford. Phone, Bedford 68386 (five lines). 839-469

DODGE

1958 DODGE. Model 3140R6, diesel, Bonalack, drop-side body, 18 ft. 8 in. inside, bargain, £1,000. Commercial Vehicle Repairs (Essex), Ltd., Cranes Close, Basildon, Essex. Phone, Basildon 20223. 839-8136

1955 7-ton DODGE diesel tipper, medium-wheelbase, selling owing to ill-health, £500. Shepherd, 8, Harold Court Rd., Harold Park, Romford, Essex. Phone, Ingrebourne 42-78. 841-8149

1954 July, DODGE 146 R6, 19-ft. Homalloy platform, weight 3 tons 14 cwt. £600. 839-146

1955 September, DODGE 146 R6, 19-ft. platform, weight 3 tons 18 cwt. £600. Cottee and Edwards, Ltd., Nottingham. Phone 52123. 839-146

1953 DODGE P6 prime mover, fitted 23-ft. Carrymore flat trailer, good condition throughout, price £425. Marshalls (Cambridge), Ltd., 120 Goldingdon Rd., Bedford. Phone, Bedford 68386 (five lines). 839-90

TWO 1954 DODGE 7-ton tippers, timber body and steel body, accept £550 for the two. Scots of Nottingham, Ltd., Nottingham. Deer Park 221. 839-325

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.,

200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

SEE our Miscellaneous Section Advertisement for used DODGE vehicles. 839-463

1954 DODGE 2-1 ton van, P4 diesel engine, 600 cu. ft., in good condition, £400.

1952 DODGE Model 64 pantechion, 1,350 cu. ft., Balco extension, in excellent condition, £400.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 839-498

E.R.F.

E.R.F. 5LW tractor unit, fifth-wheel coupler with 1950 or will separate. B.T.C. 4-in-line semi-trailer, 16. Edgbaston 4501-5. 839-245

RYLAND GARAGE, LTD., Ryland St., Birmingham. 16. Edgbaston 4501-5. 839-245

1947 Tractor, 5LW, and low-loader, not knock-out wheels, £800.

1945 Long-wheelbase flat, 7 engine, £135.

JOHN HUDSON, Bawtry 362. 839-216

1951 October, E.R.F., 8-wheel double-drive, 24-ft. drop-side lorry, Gardner 6LW engine, ready to drive away, £950 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3147. 839-363

FODEN

15-TON 6 x 4 FODEN flat-platform lorry, 36 by 8 40,000 miles, best offer. Houchin, Ltd., Ashford, Kent. 839-8163

1950 FODEN 8-wheeler, 24-ft. platform, ready for work, reasonable condition, £850. Ryland St., Birmingham. 16. Edgbaston 4501-5. 839-248

1950 FODEN FG 6-wheeler with 22-ft. platform body, 6LW engine in very good running order, well maintained by very large concern, any trial, £750. Terms and exchanges: other good Fodens in stock.

USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 839-280

FODENS, 1948-49, 4LK, good condition, £150 each or offers. Butlin, The Lido, Middleton Rd., Banbury. 839-2030

FODEN 1950 8-wheeler, 6LW, double drive, £650. Chalfont St. Giles 554. 839-307

Foden Wanted

FODEN ex-W.D. 10-ton trucks 6 x 4 required. Gardner 6LW engine, 1400 by 20 tyres, good running condition. Please send full details to Box CM3213, care of "The Commercial Motor". 839-8020

FORD THAMES AND FORDSON

HUNTER VEHICLES, LTD.,

290 SOUTHBURY ROAD,
ENFIELD.
Phone, Howard 4184.

1955 THAMES 3-ton diesel boxvan, one owner, excellent condition, engine overhauled.

1956 THAMES 2-ton diesel standard van, one owner, excellent condition.

HIRE-PURCHASE terms arranged. 839-105

CHASIDE MOTOR CO., LTD.,

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456.

1959 Trader articulator, blue-black, S.A.E. coupling, 12-ton K/O 12-ft. well, Crane trailer, 5,000 miles, £1,750.

1955 2-ton FORD THAMES 4D, new liners, pistons and rings fitted to engine, excellent running order, £385.

ALL new Trader models available from stock. 839-260

Used Goods Vehicles (contd.)

FRANK G. GATES, LTD.,

MAIN FORD DEALERS.
GATES CORNER, E.18.
Wan 6633.

1959 Thames 10-12-cwt. van, 13,000 miles, in excellent condition, choice of two, £385 each.

1954 Thames 3-ton 4D long-wheelbase truck, in good order and condition, £345 and numerous Thames 5- and 7-cwt. vans from £235. 839-166

WELLSTON MOTOR CO., LTD.,

381-9 WEST GREEN ROAD, LONDON, N.15.
Phone, Bowes Park 6821.

OFFER FROM STOCK

NEW LUTON VANS

FOR IMMEDIATE DELIVERY.

NEW FORD Trader 5-ton 1,700-cu.-ft. Luton van.

NEW FORD 7-ton, extended chassis, fitted with 20-ft. flat platform body, 9,000 by 20-tyre tyres.

1955 FORD 3-ton 4D drop-side truck, £365.

1951 FORD P6 950-cu.-ft. pantechion, £425.

1949 FORD 2-3-ton alloy boxvan with nearside roller shutter, £145. 839-249

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,120.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery, £1,195.

1953 FORD 10-cwt. van, £125.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery, any body built to your requirements.

MITCHAM LANE, S.W.16. Stratham 3133-4. 839-251

1958 Trader 4D diesel, 3-ton, long-wheelbase drop-side truck, 28,000 miles, as new, £635.

1954 FORD 4-yard drop-side steel body tipper, P6 diesel, new 34 x 7 tyres, £245.

1952 FORD P6 diesel, Sussex 6-wheeler, platform, good runner, £165.

1947 FORD 2-ton ex Naafi, fully equipped canteen, to clear, £60.

PHONE, EDGWARE 2572. 839-348

1954 FORD 3-ton, 4D engine, good condition, £195.

1958 Thames Trader 5-ton diesel platform truck, low mileage, good condition, £725. Terms, exchanges. H. F. Edwards, 28-34 Upper High St., Epsom. Phone 5611. 839-55

1955 FORD Thames drop-side truck, 4D engine, good tyres and new battery, in good order throughout, £400. Challans (Oakham), Ltd., Oakham. Phone 1411. 839-1876

1958 7-ton Trader, drop-side, £740.

JOHN HUDSON, Bawtry 362. 839-217

JULY, 1956, FORD 4D, long-wheelbase drop-side

aluminium bodies, heavy-duty 4D extended chassis,

marvellous condition, £365. Pearl Street, Garside,

35 East Bank Rd., Sheffield. Phone 29139, 37529. 839-466

1953 September, FORD diesel P6 short-wheelbase

tipper, metal body, very good machine, £250.

H. and N. Motors, Bridgman St., Bolton. Phone, Bolton

827, after hours, 652. 839-381

NEW THAMES Trader 7-ton artic. tractor unit, immediate

delivery with or without trailer.

NEW 5-ton THAMES Trader, low loader chassis with

25-in. Balco extension, ideal for Luton van or

extra long platform, immediate delivery, easy hire-purchase

terms, M.S.B., 8 Bostock Rd., Macclesfield. Phone 5082.

1951 FORD 5-cwt. van, excellent runner, £75.

Cavendish Motors, Cavendish Rd., N.W.6.

Willenden 0046-8. 839-359

1958 FORD Thames 5-ton Trader, diesel, mileage

12,000, fitted insulated meat van body with

walk-in tailboard, three meat rails and sheep rail, spare

wheel unused, condition as new, one owner, £1,750.

Nottingham Car Mart, Ltd., Mansfield Rd., Daybrook,

Nottingham. Phone 26-7245-6-8. 839-433

1954 FORD P6 6-wheel double-drive, Anthony Holst,

HENRY EATON, LTD., 107 Palmerston St.,

Ancoats, Manchester. Phone, Ardwick 3146. 839-366

1958 Thames Trader 7-ton diesel platform truck,

speedometer reading 35,000, one C-licence

owner, very clean, £860. Shukers of Sheffield, Ltd., Broad

St., Sheffield, 2. Phone 20311 or 50218 after 6.30 p.m.

Nottingham. Phone 26-7245-6-8. 839-433

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Ancoats, Manchester. Phone, Ardwick 3146. 839-366

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speedometer reading 35,000, one C-licence

owner, very clean, £860. Shukers of Sheffield, Ltd., Broad

St., Sheffield, 2. Phone 20311 or 50218 after 6.3

Used Goods Vehicles (contd.)

1956 LEYLAND 8-wheeler, 600 engine, double drive, air brakes, 24-ft. drop-side body, in excellent condition, £1,750.
1955 LEYLAND Comet 90 long-wheelbase truck, 18-ft. drop-side body, in excellent order, £650. Terms and exchanges.
Also other good LEYLANDS in stock.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Sieveage 174. 839-273
1951 LEYLAND Octopus, double drive, very good condition, open to offers.
J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. 839-340
1949 LEYLAND Comet 6-ton 16-ft. platform lorry, drive away, £295, or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3164. 839-364

MACK

FOR sale, NM-type MACK, petrol, 6 by 6, in good condition. A. F. Holland, Burgess St., Wiston Magna, Leicester. 839-AA1877

MAUDSLAY

1950 MAUDSLAY 8-wheeler, 9.6 A.E.C. engine, double drive, good running order, £600; terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Sieveage 174. 839-277
MAUDSLAY 1950 8-wheeler, double drive, 9.6 A.E.C. engine, excellent condition, £575. Chalfont St. Giles 354. 839-306

MORRIS AND MORRIS-COMMERCIAL
1955 MORRIS 3-ton truck with wooden ill and fitted with B.M.C. diesel engine, £295. Mansfield, Ltd., 17 Cornfield Rd., Eastbourne 3003. 839-108

PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.
RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD.
75-77 Penrhyn Rd., Kingston 5618. 839-264

1950 16 h.p. MORRIS J-type van, good condition, cushioned seating. Northwood, £249. 839-486
1951 MORRIS 5-ton diesel, forward control, 17-ft. drop-side truck, £195, or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3164. 839-365

MORRIS J2 15-cwt., very low mileage, with passenger seats and absolutely as new. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 839-358

1957 MORRIS 10-cwt. van, good condition, £365.
1955 MORRIS 1-ton van, good condition, £275.

1954 MORRIS 10-cwt. van, £275.

COMBES COMMERCIAL (GUILDFORD), LTD.
Corinthian Rd., Guildford, Surrey. Phone, Guildford 6597. 839-494

SCAMMELL

FALKNER MOTORS, LIVERPOOL, LTD., 313 Edge Lane, Liverpool 6. Anfield 4745.
1950 SCAMMELL 6LW engines. Homalloy 24-ft. flats, 8-wheeler, in first-class condition, choice of three. 839-411

SEDDON

1952 SEDDON Mk. 5, 16-ft. platform, very clean, £300. Cottee and Edwards, Ltd., Nottingham 52213. 839-145

1954 SEDDON Mk. 5R twin-ram tipper, alloy body, double-drop-sides, reconditioned engine, 11 cu. yd. body weight 3 tons 19 cwt., £600. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 839-145

HUNTER VEHICLES, LTD.,

290 SOUTHBURY ROAD, ENFIELD.
Phone, Howard 4184.

1954 SEDDON 6-7-ton P6 boxvan, 775 c.c., one owner, plain colour.
1955 SEDDON 6-7-ton P6 boxvan, 775 c.c., one owner, excellent condition.
HIRE-PURCHASE terms arranged. 839-106

SEDDONS, three 7-ton platform vehicles, one 1949, two 1950, good running order, seen by appointment, £200 each o.n.o. Phone, New Cross 0166. 839-62

1954 Mark 7 P6, 17-ft. platform, ex flour millers, £445.
1952 SEDDON-CARRIMORE 10-12-ton 23-ft. platform articulated outfit, £525.
JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271. 839-77

1952 SEDDON diesel 7-tonner, alloy 20-ft. drop-side body, ex-large C-licence fleet, good tyres and condition, choice of two.
1952 SEDDON diesel Mk. 5L 17-ft. drop-side.
1955 SEDDON diesel Mk. 5L 17-ft. drop-side.
REASONABLE prices, terms arranged.

RYLAND GARAGE, LTD., Ryland St., Birmingham 16. Edgbaston 4501-5. 839-246

1955 SEDDON tipper, good P6, 36 by 8 tyres, £225. Langley Mill Commercial Vehicles, Derby Rd., Eastwood, Notts. Phone, Langley Mill 2623. 839-318

STANDARD

1956, November, STANDARD 12-cwt. pick-up, 1st green, one owner, 30,000 miles, excellent condition, £260. Wray Park Garages, Reigate 2263. 839-149

THORNYCROFT

1949 THORNYCROFT 8-wheeler, 9.6 Type A198 A.E.C. engine, £350. J. R. Mellers, Goxhill, Barrow-on-Humber. Phone, Barrow-on-Humber 238. 841-8181

Used Goods Vehicles (contd.)

1954 THORNYCROFT 8-wheeler, 24-ft. platform body, air brakes, double drive, unused since 1956, very low mileage, one owner, a very large concern, bargain, £1,100.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Sieveage 174. 839-276

1950 THORNYCROFT 6-wheeler, air brakes, Boys axle, 6-cylinder engine, good condition, £245. Langley Mill Commercial Vehicles, Derby Rd., Eastwood, Notts. Phone, Langley Mill 2623. 839-317

TROJAN

TROJAN distributors for Essex. Full range of vehicles for prompt delivery. Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271 (six lines). 847-863

1953 TROJAN P3 diesel personnel carrier, good tyres, £245.
PHONE, EDGWARE 2572. 839-350

Trojan Wanted

WANTED. TROJAN low-mileage models, 1955 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 222-688

VULCAN

1943 5-ton long-wheelbase twin-ram tipper, petrol, £150.
1943 Short-wheelbase chassis-cab and Edbro tipper, P6, £120.
JOHN HUDSON, Bawtry 362. 839-215

UNCLASSIFIED

THE MILLBURN ORGANIZATION,

PRESTON, LONGTON, LANCs. 3255-6.
GLASGOW, BELL 0073.
CARLISLE 25422.

COMMERCIAL AND PASSENGER VEHICLE SPECIALISTS.
AUTHORIZED DEALERS.

ALBIONS, THAMES TRADERS AND

LEYLANDS.

EARLY DELIVERY ALL MODELS.

1957, May, A.E.C. Majestic Twin Steer platform lorry, good order throughout.
1957, December, A.E.C. Mustang twin-steer platform lorry, new engine recently fitted at a cost of £600, excellent condition throughout.

1956, October, GUY Invincible 8-wheel 21-cu.-yd. hydraulic tipper, U-shaped alloy body, good order throughout.
1956, October, A.E.C. Majestic twin-steer platform lorry, very good order throughout.

1955 ALBION FT10/L 6-wheeler platform body.
1955 AUSTIN 2-3-ton drop-side lorry, good order throughout, unladen weight 2 tons 6 cwt. 28 lb. LEYLAND Comet tipper.

1955 Vanguard van, new differential, first-class order.
1950 COMMER long-wheelbase 5-ton float.

1949 MAUDSLAY 8-wheel chassis and cab, 9.6 A.E.C. unit.
1949 ATKINSON 4LK platform lorry, good order, unladen weight under 3 tons.
1948 SEDDON, P6 unit, 16-ft. 6-in. platform lorry, good running order, unladen weight 2 tons 17 cwt. 67 lb.
1948 ALBION FT3 petrol unit, 16-ft. 6-in. platform lorry, good order, ex brewery.

FORK LIFTS.

FORK-LIFT trucks, 3,000- to 6,000-lb. capacities, 9-ft. and 12-ft. lifts, also Morris versatile 5-ton mobile crane, electrically operated with Perkins diesel unit, mounted on 4-wheel chassis, all in new condition.

ENGINES.

LEYLAND 7.4 engines, complete with gearbox, from £100 each.
LEYLAND 8.6 engines, complete, from £35 each.
A.E.C. 7.7 engines, complete, from £80 each.
LEYLAND Comet engines and gearboxes.

GARDNER 5LW engines, complete, from £80.
GARDNER 5LW engines, complete with Dennis flywheels and conversion parts.
N.B. Next Motor Auction February 4, 1960.

MILLBURN MOTORS (PRESTON), LTD.,

WALMER BRIDGE, LONGTON, PRESTON, LANCs.
Phone, Longton, Lancs. 3255-6. 839-206

1959 BEDFORD SB3, fitted with 41-seat Burlingham luxury coach body, heater, radio, finished in grey and red, red interior, certificate of fitness 1966, as new, £2,950.
1957 LEYLAND Comet tipper, fitted with Anthony hoist, 64 cubic yd. steel body, low mileage, good tyres.
1956 BEDFORD 15-cwt. van, good condition.

1956 ALBION Reiver, 23-ft. drop-side body, tyres new.
1955 ALBION Chieftain 7-ton tipper, 7 cu. yd.
1949 A.E.C. Monarch, 18-ft. platform, 9.00 by 20 tyres.

ARLINGTON MOTOR CO., LTD.,

DUMBALLS ROAD, CARDIFF, GLAMORGAN.
Phone, Cardiff 30641. 839-288

Used Goods Vehicles (contd.)

FORD AND SLATER, LTD.

LEYLAND, ALBION, SCAMMELL
TIPPERS.

1958 LEYLAND Comet, medium wheelbase, 14-ft. alloy fixed-side and 14-ft. timber drop-side body, choice of several.
1956 LEYLAND Comet, short wheelbase, chassis and cab with tipping gear only.
1956 LEYLAND Comet, medium wheelbase, 14-ft. by 3-ft. timber drop side.
1956 LEYLAND Comet, medium wheelbase, 14-ft. by 2-ft. 9-in. timber drop side.
1955 LEYLAND Comet, medium wheelbase, 13-ft. 4-in. by 4-ft. timber fixed s.d.e.
1954 LEYLAND Comet, medium wheelbase, 14-ft. by 3-ft. 6-in. timber drop side.
1954 LEYLAND Comet, medium wheelbase, forward control, 12-ft. by 2-ft. 4-in. drop side.
1958 FORD Trader 7-ton 6D, short wheelbase, 6-cu.-yd. steel fixed-side body.
1958 BEDFORD 7-ton diesel, short wheelbase, 11-ft. by 2-ft. steel fixed side.
1958 BEDFORD 7-ton diesel, medium wheelbase, 14-ft. by 4-ft. steel fixed side, rebuilt engine.
1955 BEDFORD 5-ton, P6, 13-ft. 6-in. timber drop side, choice of two.
1954 BEDFORD 7-ton petrol, 6-cu.-yd. steel "U" body.
1955 MORRIS 5-ton diesel, 5-cu.-yd. timber fixed side.
1951 MORRIS 5-ton diesel, 5-cu.-yd. timber fixed side.
1955 ALBION Chieftain, short wheelbase, 10-ft. 6-in. alloy fixed-side body.
1957 (Registered) LEYLAND Hippo, 16-ft. 6-in. steel fixed-side body.
1948 LEYLAND Hippo, 16-ft. 6-in. timber drop-side.
1949 DODGE short-wheelbase petrol timber drop-side tipper.
1943 DODGE short-wheelbase petrol timber drop-side tipper.
1957 B.M.C. diesels, medium wheelbase, 13-ft. 6-in. fixed-side bodies, choice of six.

PLATFORM.

1958 LEYLAND Comet, forward-control long-wheelbase 19-ft. timber flat.
1958 LEYLAND Comet, forward-control long-wheelbase chassis and cab only, choice of two.
1958 LEYLAND Comet, forward-control long-wheelbase 18-ft. 4-in. timber drop side.
1957 BEDFORD 7-ton, long-wheelbase, Leyland engine, 16-ft. timber drop side, choice of two.
1956 BEDFORD 7-ton R6, 16-ft. timber flat.

1957 BEDFORD, G.M.C. engine, 16-ft. 3-in. timber drop side.
1955 BEDFORD 5-ton P6, 14-ft., timber drop side.
1955 SEDDON 5-ton P6, 16-ft., timber drop-side.
1954 ATKINSON 7-ton, 17-ft. 10-in. timber flat.

1957 AUSTIN 5-ton diesel, 14-ft. 3-in. timber flat.
1958 AUSTIN 5-ton diesel, 14-ft. 3-in. timber flat, choice of two.
1954 SENTINEL 7-ton 17-ft. 9-in. timber flat.
1948 SENTINEL 7-ton, 17-ft. 5-in. timber drop side.
1948 MAUDSLAY 7-ton 19-ft. timber flat.
1948 MAUDSLAY twin Steer, 20-ft. timber flat.
1957 COMMER TS3, 19-ft. timber drop side.
1958 COMMER TS3, 18-ft. timber drop side, air brakes.
1941 A.E.C. 6-wheeler, 20-ft. timber flat.

1956 LEYLAND Comet, forward control, 18-ft. timber flat.
1956 LEYLAND Comet, normal-control medium-wheelbase chassis and cab, with Boys third axle.

1953 LEYLAND Comet, normal-control, medium-wheelbase, 16-ft. 6-in. timber flat.
1954 DODGE, 16-ft. 6-in. double-drop-side.
1950 SEDDON 6-ton, 16-ft. 9-in. timber flat.
1954 THORNYCROFT Sturdy, 20-ft. timber flat.

VANS.

1955 BEDFORD 6-ton diesel van, 950 cu. ft.
1949 GUY 5-ton petrol van.

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MORRIS PV ton van, sliding doors, £95.
MARRIER 4 x 4 chassis and cab (winch), £95.
MORRIS 6 ambulance (as new), £85.
AUSTIN K2 short-wheelbase, £75.

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839

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HIGHEST PRICES FOR YOUR EXCHANGES.

- 1959, March, 7-ton B.M.C. 6-cylinder diesel, cab engine, chassis, high-speed axle, 9.00 by 20 tyres, original 20,000 miles only, as new, £950.
- 1958, 7-ton FORD Trader, 6D engine, 17-ft. new flat, choice of two, each £835.
- 1958, FORD 6D, 5-ton cab and chassis, 34,000 miles, 152-in. wheelbase, £795.
- 1957, BEDFORD 7-ton flat with 300 engine, 5-type, £745.
- 1957, FORD Trader, 6D, short-wheelbase, 5-ton steel bodied drop-side tipper, £725.
- 1956, December, BEDFORD long-wheelbase drop-side truck, immaculate condition, diesel engine, £650.
- 1956, BEDFORD 5-ton short-wheelbase tipper, P6 engine, wooden drop-side body, £550.
- 1956, November, 7-ton B.M.C. flat, 6-cylinder diesel, 9.00 by 20 tyres, power steering, Eaton 2-speed axle, perfect, £725.
- 1956, DODGE articulated unit, B.T.C. coupling, P6 engine, to clear, £275.
- 1956, December 31, BEDFORD short-wheelbase drop-side single-bodied tipper, P6 diesel engine, choice of three, bargain, each new condition, £465.
- 1956, COMMERCIAL T3, 18-ft. 6-in. flat, 9.00 by 20 tyres, £735.
- 1956, September, long-wheelbase MORRIS, 4-cylinder diesel, drop-side truck, immaculate, £375.
- 1956, 2-ton FORD 4D van, standard body, new tyres all round, very clean, £375.
- 1957, DODGE, long-wheelbase, 17-ft. 6-in. flat, Eaton 2-speed axle, P6 engine, very good condition, £565.
- 1956, FORD, P6, short-wheelbase wooden-bodied tipper, bargain, to clear, £395.
- 1956, May, AUSTIN, B.M.C. diesel, long-wheelbase flat, £670.
- 1955, AUSTIN LDI diesel van, £345.
- 1955, November, FORD, 4D, 30-cwt. diesel van, £275.
- 1955, SEDDON truck, P4 engine, £395.
- 1955, ALBION Chieftain, long-wheelbase, 17-ft. 6-in. flat on heavy-duty chassis. Homalloy cab and body, wrap-round windscreen, 9.00 by 20 tyres, as new, £695.
- 1955, FORD, 4D diesel drop-side truck, good tyres, £385.
- 1955, FORD, 4D, Baico extension, 1,400 cu. ft. Luton van, £650.
- 1954, SEDDON 3-ton box van, diesel engine, choice of three, each £375.
- 1954, October, BEDFORD 8-type, petrol, coach chassis, 23-ft. drop-side body, £375.
- 1954, November, MORRIS B.M.C. Luton van, 4-cylinder diesel, 800 cu. ft. approximately, £395.
- 1954, DODGE long-wheelbase drop-side truck, Perkins diesel, 9.00 by 20 tyres, in first-class condition, £395.
- 1953, September, ALBION Chieftain, long-wheelbase flat, bargain, £490.
- 1952, October, 3-ton BEDFORD with 4-cylinder Perkins diesel engine, 1,000 cu. ft. Luton van, very clean, £345.
- 1952, AUSTIN Petrol 2-ton van, choice of two, to clear each £145.
- 1952, BEDFORD petrol 3-ton van, £130.
- 1957, FORD Zephyr Mk. II saloon, radio, heater, all extras, one owner, 30,000 miles from new, condition, £685.

NOTE: ALL VEHICLES COMPLETELY OVERHAULED AND TURNED OUT AS NEW.

YOUR INSPECTION INVITED.

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IMMEDIATE delivery of new COMMERCIAL 7-ton short-wheelbase tipper, diesel.

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1957 COMMERCIAL 7-ton short-wheelbase tipper, diesel.

1956 COMMERCIAL 7-cwt. delivery van, green.

1956 SENTINEL 10-ton tipper, diesel, 6-wheeler.

PART-EXCHANGE, insurance and credit facilities available.
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Used Goods Vehicles (contd.)

GARLICK, BURRELL AND EDWARDS, L. TD.

188 REGENT ROAD,

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BOOTLE 4343.

BOOTLE 4343.

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WE HAVE PLEASURE IN OFFERING OUR
COMPREHENSIVE SELECTION OF USED VEHICLES
FOR YOUR APPROVAL.

- 1959, May, DODGE 7-ton long-wheelbase platform truck, Leyland 350 engine, 5-speed box, Eaton 2-speed, 9.00 tyres, 3-piece wheels, chrome wiring lights, this vehicle is literally as brand new, small mileage, will be sold considerably under list price.
- 1958 BEDFORD THAMES Trader, 4D, long-wheelbase platform truck, heavy frame, 8.25 tyres, first-class condition throughout.
- 1958 BEDFORD 5-ton 300 cu. in. diesel, long-wheelbase single-ram tipper, new body, new tipping gear, 8.25 by 20 12-ply tyres.
- 1955, December, FORD 4D long-wheelbase platform truck, excellent condition, good tyres.
- 1956 BEDFORD 15-cwt. Hawson high-top van, excellent condition.
- 1957 BEDFORD 300 cu. in. diesel 8-ton normal-control Scammell tractor unit.
- 1958 BEDFORD 3-type 5-ton diesel long-wheelbase tipper, fitted with brand new body and new tipping gear, this model is the same as the current new range.
- 1955 MORRIS diesel 5-ton long-wheelbase drop-side truck, alloy body, excellent tyres, very good appearance, this vehicle can be sold extremely reasonably to anybody who is interested.
- 1954 BEDFORD P6 diesel 5-ton short-wheelbase tipper.
- 1955 BEDFORD 5-ton short-wheelbase P6 diesel tipper, in absolutely first-class condition.
- 1956 BEDFORD 7-ton, R6 diesel, long-wheelbase platform truck, fair condition, cheap.
- 1952 COMMERCIAL QN 7-ton medium-wheelbase tipper, underfloor tipping gear, Eaton 2-speed axle, very good condition throughout.
- 1955 COMMERCIAL Superposse, P6 diesel, short-wheelbase tipper, in excellent condition.
- 1957 BEDFORD Scammell, 8-ton diesel, 300 cu. in. tractor unit, choice of three, all in excellent and fitted heaters.
- 1954 BEDFORD Scammell, P6 diesel, tractor unit, complete with 22-ft. Tasker trailer, in excellent condition throughout.
- 1957 BEDFORD, 10-ton Scammell tractor with Leyland 350 diesel engine, together with 20-ft. 10-ton Tasker trailer, immaculate condition throughout.
- 1958 BEDFORD, 5-ton diesel, forward-control, drop-side truck, in excellent condition, ready for immediate use.
- 1949 BEDFORD, Scammell, P6, O-type tractor unit, £125.
- 1948 SEDDON, P6 diesel, long-wheelbase platform truck, 5-speed box.
- 1954 BEDFORD 7-ton diesel, R6, long-wheelbase van-truck, £275.
- 1955 BEDFORD 30-cwt. Spurbus, in excellent condition.
- 1953 BEDFORD 3-ton long-wheelbase box van, sliding doors.
- 1947 BEDFORD 3-ton box van.

DEMONSTRATIONS ON YOUR PREMISES WITH
ANY OF OUR MACHINES. A PLEASURE.

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188 REGENT ROAD,

LIVERPOOL, 20.

839-22

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STATION BRIDGE,

WEALDSTONE, MIDDLESEX.

- 1956 SEDDON Mk VIII R6 articulated unit with trailer, £1,350.
- 1955 Thames 2-ton van, 4D, £375.
- 1955 Thames 5-cu.-yd. tipper, 4D, £485.
- 1957 Thames long-wheelbase platform truck, 4D, £395.
- 1955 Thames 3-ton truck, 4D, £325.
- 1955 Trader 5-ton platform, 4D, £775.
- 1957 Trader 5-ton boxvan, 4D, £765.
- 1956 Thames 5-ton platform, aluminium body, £625.
- 1956 Thames long-wheelbase truck, 4D, £485.
- 1955 Thames long-wheelbase truck, 4D, £375.
- 1955 Thames 5-cu.-yd. tipper, £295.
- 1953 Thames ET7 long-wheelbase chassis-cab, £225.
- 1952 Thames 5-ton long-wheelbase boxvan, £295.
- 1956 Thames Sussex 9-cu.-yd. tipper, ET7, £425.
- 1948 AUSTIN 2-ton truck, £95.
- 1956 BEDFORD 5-cu.-yd. tipper, £375.
- 1956 BEDFORD 5-cu.-yd. tipper, £445.
- 1955 BEDFORD 5-cu.-yd. tipper, £225.
- 1955 BEDFORD 5-ton long-wheelbase truck, £325.
- 1951 THORNYCROFT 6-ton platform, £275.

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Used Goods Vehicles (contd.)

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THE PAVILION,

PHONE 3232.

- 1956 AUSTIN 1-ton (diesel) van, moderate mileage, £415.
- 1954 BEDFORD 5-ton (diesel) drop-side, £345.
- 1959 LAND ROVER, long wheelbase, hard top, many extras, 1,500 miles only, as new, £765.

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GREAT HAMPTON STREET.

CEN 8411.

- 1957 COMMERCIAL Express delivery van, £320.
- 1953 COMMERCIAL 15-cwt. drop-sider, £175.
- 1954 COMMERCIAL Express delivery van, £185.
- 1955 COMMERCIAL 7-ton drop-side diesel, £620.
- 1951 AUSTIN 10-cwt. pick-up, £95.
- 1955 AUSTIN 2-ton boxvan, diesel, £360.
- 1955 MORRIS 10-cwt. van, £205.
- 1958 Thames 12-cwt. van, £345.
- 1956 Thames 7-cwt. van, £260.
- 1953 BEDFORD drop side, £415.
- 1955 August, Thames 10-cwt. van, blue, £170.
- 1952 AUSTIN 3-way van, ex C-licence operator, £115.

ROCHESTER.

HIGH STREET.

CHATHAM 42231.

- 1954 COMMERCIAL diesel truck, green, recently resprayed, good running order, £299.
- 1955 FORD Thames van, grey, one owner, good condition, £180.
- 1953 FORDSON 10-cwt. van, grey, one owner, good condition, £125.
- 1954 FORDSON 10-cwt. conversion, fawn, one owner, good condition, side windows, £209.
- 1954 BEDFORD Utilitah, black, good condition, £339.
- 1955 AUSTIN A40 pick-up, blue, one owner, good running order, £180.
- 1956 COMMERCIAL Express delivery van conversion, fawn-blue, one owner, heater, good condition, £425.

MANCHESTER.

OLYMPIA, CHESTER ROAD.

BLA 6677.

- 1956, February, BEDFORD tractor 5-type diesel engine, good condition, good tyres, £495.
- 1956, June, SCAMMELL Scarab 3-ton petrol, tractor-trailer, good tyres, excellent condition, C-licence use, £575.
- 1947, May, MAUDSLAY Mogul Mark 2, A.E.C. 7.7, chassis-cab, 36 by 8, recent overhaul, new cab, excellent condition, C-licence use, £325.
- 1956, January, BEDFORD 8-10-ton Scammell tractor, P6 engine, good tyres, good condition, £500, £319-487

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Pendleton 2845-6.

- 1958 E.R.F. 68G, 24-ft. 6-in. body, fair, 6LW Gardner engine, 3-speed gearbox, double drive, good condition.
- 1952 LEYLAND Comet 90, 2-speed axle, 5-speed box, 19-ft. body, twin fuel tanks.
- 1957 DENNIS Pax, Perkins P6 engine, 18-ft. body, 5-speed box.
- 1956 ALBION Clydesdale, 4-cylinder Albion engine, 5-speed box, Lockheed servo brakes, 20-ft. alloy frame, sound condition.
- 1955 LEYLAND Octopus, 600 engine, 5-speed box, double drive, air brakes, good condition, choice of three.
- 1953 ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body, choice of two.
- 1953 FODEN 8-wheeler chassis and cab, 6LW Gardner engine, 5-speed gearbox, double drive, sound condition.
- 1955 THORNYCROFT Trident tipper, 12-ft. 6-in. timber body, 4-ft. aides, twin underbody gear, condition.
- 1953 A.E.C. 8-wheel alloy-body tipper, tyres brand new, excellent condition.
- 1958 A.E.C. 8-wheeler, 24-ft. 6-in. platform, very clean and tidy.
- 1957 A.E.C. Mercury Mk. 1 tipper, good condition.
- 1951 ALBION Chieftain, platform body, excellent condition.
- 1954 ALBION Clydesdale, platform body, excellent condition.
- 1950 FODEN 6-wheel tipper, 5LW Gardner engine, sound condition.
- 1957 DODGE 5-tonner, P6 engine, in very good condition all round.

MEDIUM CAPACITY.

- 1952 DODGE 6-cylinder petrol engine tipper.
- 1957 FORD 5-ton 4D, very good condition.
- 1956 BEDFORD 7-ton petrol-engine tipper, twin front end gear.

ALSO selection of cheap pre-1948 4-, 6- and 8-wheelers.

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PART-EXCHANGES ARRANGED.

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CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock, 20 tons tandem axle up to 27 ft. 6 in. chassis, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mercury, Mark II, Pilot underbody tipping chassis, gear, aluminium insulated body, £3,145.
FODEN 4-wheel end tipper, wood body, Foden 4-cylinder 2-stroke, 9.00 by 20, 12-ply tyres, 5-speed gearbox, air brakes, £3,202.
LEYLAND Comet tractor unit, Model CS3-5R, single-axle, 6-speed gearbox, 8.25 by 20 12-ply tyres, water and demister, fitted with York DW2 26-ft. platform trailer, ready for delivery, £3,090.
A.E.C. and cab, air brakes, list price.
BEFORD 7-ton 156-in. wheelbase, drop-side, with Leyland 350-cu. in. engine, 5-speed gearbox, single-axle, 8.25 by 20 12-ply tyres, £1,670.
BEFORD 7-ton short-wheelbase U-shaped tipper, 9.00 by 20 12-ply tyres, 2-speed axle, 5-speed gearbox, £1,580.
LYON 15-20-ton low-loading semi-trailer, 20 ft. in the well, S.A.E. coupling, vacuum brakes, £1,670.
YORK 12-ton low-loading trailer, S.A.E. coupling, 16 ft. in the well, air brakes, £1,100.
YORK 16-ton low-loading trailer, S.A.E. coupling, 18 ft. in the well, air brakes, complete with winch, £1,300.
YORK 12-ton 26-ft. platform trailer, 9.00 by 20 12-ply tyres, £860.
YORK 10-ton 25-ft. platform trailer, 9.00 by 20 12-ply tyres, £700.

SPECIAL A-LICENCE VEHICLES, WESTERN AREA

MAUDSLAY 1948 twin steer, 7.7 A.E.C. engine, good condition, unladen weight 5 tons 1 cwt., complete with special A licence.

STACKER.

HYLOVEYOR, Model HL231DH, unused, 50 ft. long, powered by 6 h.p. 3-phase electric motor, this lift is hydraulically adjustable to a height of about 30 ft., £500.

LONG-WHEELBASE.

BEFORD 1957 R6 Boys rigid 6-wheeler, 21-ft. platform body, clean condition throughout, £1,625.
B.M.C. good condition throughout, recently fitted with works-reconditioned engine, £625.
BEFORD 1954 7-ton long-wheelbase drop-side, R6 engine, good condition throughout, £350.
BEFORD 1957 7-ton long-wheelbase, Comet engine, drop-side body, £750.
BEFORD 1956 7-ton long-wheelbase drop-side, one owner, good condition throughout, £450.
BEFORD 1954 A-type 5-ton long-wheelbase double-drop-side, one owner, good condition throughout, 12 ft. flat, ready for work, £325.
BEFORD 1955 A-type 5-ton long-wheelbase drop-side, one owner, good condition throughout, £450.
SENTINEL 1955, fitted with Gardner 5LW engine vertical in the cab, trailing-axle 6-wheeler, all good used platform body, engine, fitted new about a year ago and the complete machine is in exceptionally good condition and performs well, £750.
LEYLAND Comet long-wheelbase, 10.5, 18-ft. platform body, normal control, good condition throughout, £600.
GUY Otter, 1951 P6, 2-speed axle, platform body, good condition, £300.
DENNIS Max 1946 7½-ton diesel, this vehicle is in exceptionally good condition, recently fitted with new cab, over £800 has been spent on it in the past 18 months, £350.
BEFORD 1951 7-ton petrol long-wheelbase platform, good condition throughout, £300.
MORRIS 1949 6-ton long-wheelbase platform, diesel, good condition, all good tyres, £300.
SEDDON, several, 1948-53, £75-£175.

MAUDSLAY 1948 twin steer, A.E.C. 7.7 engines, long-wheelbase platforms, choice of three, all in running order, £12,300.
BEFORD 1956 A-type 5-ton P6 drop-side, one owner, low mileage, good condition, 8.25 by 20 tyres, £600.

TIPPERS.

A.E.C. 1956 Mammoth Major, double drive, 8-wheeler, 9.8 engine, aluminium large capacity fixed-side tipper, this machine is in exceptionally good condition throughout and is on all good tyres, £2,750.
A.E.C. Mercury, 1956, standard tipper, in exceptionally good condition, £1,750.
E.R.F. 1949, 4LW Gardner, standard wood body and cab, 6LW tipper, very careful operator, £750.
BEFORD 1958, 7-ton, Comet engine, 5-speed gearbox, B.Telohist tipping gear and body, very clean and good machine, £1,000.
FODEN 1946, 6-wheeler, 6LW Gardner, double drive, just fitted with new Pilot tipping gear and 20-ft. drop-side body, £1,500.
COMMER 1956, TS3, diesel, fitted with underbody tipping gear and wood drop-side body, in exceptionally good condition throughout, £700.
DODGE 1956, forward control, 7-ton long-wheelbase, large capacity wood-body tipper, £675.
BEFORD 1954, A-type 5-ton, P6, standard wood body tipper, £400.
AUSTIN 1955, 5-ton standard steel body tipper, petrol, in excellent condition and ready for work, £375.
BEFORD 1953, 5-type, petrol, 7-ton standard steel tipper, on all good 8.25 tyres, £250.
BEFORD 1955, A-type 5-ton petrol, fixed-side steel body, Telohist gear, in exceptionally clean condition, £375.

TRAILERS AND ARTICULATED.

E.R.F. 1946, 5LW Gardner, complete with new 20-ft. in the well, 15-20-ton low-loading Dyon trailer, S.A.E. coupling, in exceptionally good condition throughout, tractor unit is ex-well-known Gloucester unit, £2,000.
MAUDSLAY tractor unit, fitted with latest-type A.E.C. cab and radiator grille, A.E.C. fully-reconditioned 7.7 engine, completely rewired, new batteries, in exceptionally good condition throughout, fitted with new York 18-ft. in the well, 15-20-ton low-loading trailer, £2,800.

(Continued in next column)

Used Goods Vehicles (contd.)

AUSTIN, 1953, P6 Loadstar tractor unit, 21-ft. Tasker trailer, good condition throughout, £425.
AUSTIN, 1951, petrol, Loadstar, fitted with 21-ft. Tasker trailer, good condition, £350.
B.T.C. 20-ft. 8-10-ton double-drop-side semi-trailer, quite good condition, complete with B.T.C. tractor unit, 5th wheel coupling, £150.

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WEST END GARAGE.
CHIPPING SODBURY, BRISTOL.
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A. E. CONNORTON, LTD.

AUTHORIZED FORD AGENTS.

NEW FORD Trader 6D, Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.

NEW FORD 7-ton 6-wheeler Trader chassis-cab, £1,655.

1953 COMMER 25-cwt. van, excellent condition.

1956 BEDFORD long-wheelbase truck, fitted with Perkins P6 engine, 8.25 by 20 tyres, as new, £450.

1955 BEDFORD 5-ton long-wheelbase truck, fitted with Perkins P6 engine, tyres as new, £425.

1957 FORD 4D 3-ton vans, separate cab, roller shutters back and sides, choice of three, £335 each.

HIRE-PURCHASE arranged.

CONNORTON'S, 328 Brixton Rd., S.W.9. Brixton 839-154

7962, Pollard 2421.

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REIGATE 2263 (SURREY).

IMMEDIATE OR EARLY DELIVERY

ON ALL MODELS FROM 5 CWT.-15 TONS.

IMMEDIATE delivery, list price, MORRIS 30-cwt. LD02 diesel chassis.

GOOD STOCKS OF SECOND-HAND VEHICLES

AS BELOW:—

1958 MORRIS 3-ton van, grey, 16,000 miles, £435.

1956 AUSTIN 5-ton drop-side truck, £495 o.n.o.

1955 FORD 10-cwt. van, £120.

1954 AUSTIN A40 van, exceptionally clean, £225. 839-151

HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY OR IMMEDIATE DELIVERY OF ALL THAMES MODELS.

1958 7-ton B.M.C. truck, new-look cab.

1958 FORD Trader 6D 7-ton long-wheelbase truck, alloy body.

1957 FORD Trader 6D 7-ton long-wheelbase truck, alloy body.

1958 MORRIS tractor unit, B.M.C. diesel, with Scammell equipment.

1956 December, FORD 4D with Balco extension.

1956 FORD 4D long-wheelbase truck; choice of three.

1956 FORD 4D long-wheelbase tipper, Pilot gear.

1953 AUSTIN 5-ton Loadstar Luton van.

1955 SEDDON 6-yd. tipper.

1951 FORD P6, long-wheelbase truck.

1953 FORD 4D tipper.

1953 BEDFORD A model 5-ton van.

1951 FORD 4D tipper.

1943 FODEN DG6/12, servo brakes, new cab.

PERCY HENDY, LTD.

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PERCY HENDY, LTD.

THAMES HOUSE, CHANDLERS FORD 2271. 839-155

CHARLES WENSLEY AND SONS, LTD.

OFFER THE FOLLOWING:—

1955 BEDFORD 7-ton short-wheelbase diesel tipper, with all-steel drop-side body. Choice of two, £350.

1955 BEDFORD 7-ton long-wheelbase diesel drop-side truck, 17-ft. body, £475.

1955 AUSTIN 5-ton short-wheelbase petrol tipper, £450.

1953 DODGE 7-ton normal wheelbase tipper, R6 diesel engine and Eaton 2-speed rear axle, £450.

1953 BEDFORD 7-ton short-wheelbase petrol tipper, Eaton 2-speed rear axle and all steel U-shaped body, new tyres, £350.

1953 COMMER 5-ton boxvan, petrol, good condition, new tyres, £250.

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1955 **FORD** 5-ton drop-side truck, 4D diesel, good condition, £350.
1950 **AUSTIN** 5-ton drop-side truck, petrol, good condition, £150.
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NEW BEDFORD normal-control long-wheelbase diesel chassis-cab.
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1953 **Petrol** **BEDFORD**, 1,350-cu.-ft. Luton body, £250.
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Used Goods Vehicles (contd.)

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BEDFORD 5-ton long-wheelbase P6 tipper, alloy body, 12 ft. 6 in. by 6 ft. 8 in. by 3 ft. 4 in., fixed sides, 8.25 by 20 12-ply tyres, first registered October, 1955, £585.

BEDFORD 7-ton short-wheelbase tipper U body, petrol, first registered 1958, £645.

E.R.F. 15-ton 8-wheel double-drive drop-side truck, engine, 9.00 by 20 tyres, first registered 1951, £950.

FODEN 4LW platform lorry, 20 ft. by 7 ft. in., 9.00 by 20 12-ply tyres, first registered 1951, £625.

LEYLAND Octopus 8-wheel double-drive underfloor hydraulic end tipper, 20-ft. alloy drop-side body, a clean and tidy vehicle with extras including automatic lubrication, heater, etc., first registered October, 1955, £2,150.

SEDDON diesel Mk. 7 3-ton boxvan, approx. capacity 680 cu. ft., 7.00 by 20 10-ply tyres, first registered 1956, £585.

SEDDON diesel Mk. 7 3-ton boxvan, approx. capacity 650 cu. ft., 7.00 by 20 10-ply tyres, first registered 1954, £585.

SEDDON diesel Mk. 5 10-ton tractor with S.A.E. coupling, first registered September, 1952, 8.25 by 20 12-ply tyres, £265.

SEDDON diesel Mk. 15 7½-ton long-wheelbase tipper, recent new Edbro tipping gear and body, approx. dimensions 14 ft. by 7 ft. by 4 ft., 9.00 by 20 12-ply tyres, first registered August, 1957, hire-purchase representation, attractively priced to clear.

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1954 LEYLAND Comet normal-control coal tipper.
1954 LEYLAND Octopus 8-wheel tipper, fitted alloy-wood coal body.
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1957 LEYLAND Octopus 8-wheel tipper.
1955 LEYLAND Octopus 8-wheeler, fitted coal tipping body.
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GUY Luton van, petrol, 450-cu.-in. 1500 cc. ft., choice of two, £300 each o.n.o.
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1946 AUSTIN 2-ton diesel truck, suitable for builder, £35.

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1957 BEDFORD 5-ton long-wheelbase drop-side truck, £350.

1955 BEDFORD 5-ton short-wheelbase tipper, wooden drop-side body, £350.

1955 B.M.C. 7-ton diesel trucks, choice of two, £550 each.

1955 DODGE 7-ton long-wheelbase drop-side trucks, choice of three, £300 each.

1955 FORD 4D diesel 4-ton long-wheelbase platform body, £265.

1955 BEDFORD 7-ton diesel boxvan, separate cab, £525.

1955 BEDFORD diesel 7-ton long-wheelbase drop-side truck, £450.

1955 FORD 4D 5-ton petrol truck, £265.

1955 BEDFORD 5-ton long-wheelbase tipper, steel drop-side body, £350.

1955 FORD 4D 3-4-ton long-wheelbase boxvan, separate cab, £225.

1955 BEDFORD 3-ton long-wheelbase drop-side truck, £365.

1954 BEDFORD 30-cwt. Luton van, £350.

1954 BEDFORD 30-cwt. Spurling van, £195.

1953 BEDFORD 3-ton long-wheelbase drop-side truck, £135.

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- 1957 GUY Otter, 4LK, Eaton axle, 18-ft. flat, 9.00 by 20 tyres.
- 1954 THORNICROFT Trident long-wheelbase platform lorry, excellent condition.
- 1954 LEYLAND Comet 90 long-wheelbase drop-sided truck, 20 tyres.
- 1955 SENTINEL high-sided tipping truck, 900 by 20 tyre equipment.
- 1955 BEDFORD 8-type, R6, 16-ft. 6-in. drop-sided body, 36 by 8 tyres.
- 1954 COMMER Superpole single-ram tipper, 10-ft. 6-in. drop-side body.
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- 1948 SEDDON, P6, platform lorry, in good condition.

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Used Goods Vehicles (contd.)

TOM BYATT, L. TD.

- 1957 6-wheel diesel tipper, 2-speed axle, reconditioned throughout.
- 1955 5-ton long-wheelbase diesel tipper.
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SELECTION OF VANS FROM 10-12-CWT. TO 4 TONS.

NEW BEDFORDS OF MOST MODELS IN STOCK FOR IMMEDIATE DELIVERY.

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STOKE-ON-TRENT. 839-398

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- 1957 AUSTIN A35 van, immaculate, £335.
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- 1957 Thames 5-cwt. van, resprayed excellent condition, £310.
- 1957 Thames 5-cwt. van, resprayed, excellent condition, £310.
- 1958 Thames 5-cwt. van, heater, low mileage, £125.
- 1958 Thames 7-cwt. van, excellent condition, £145.
- 1958 Thames 15-cwt. van, good condition, £395.
- 1958 Thames 15-cwt. van, excellent condition, £415.
- 1958 Thames 12-seater, excellent condition, £650.
- 1958 Thames 12-seater, excellent condition, £565.
- 1955 FORD 2-ton 4D van, excellent condition, £410.
- 1959 Thames Trader, 7-ton long-wheelbase truck, 6D, 2,000 miles only, £1,125.
- 1959 ALSO many other used tipping trucks, petrol and diesel.
- 1959 Your inquiries invited.
- 297 BALLARDS LANE, North Finchley.

HILLSIDE 8888.

839-127

HALFWAY AUTOS.

- 1959 BEDFORD tipper, 3-type, diesel engine, 2-speed axle, choice of three, in excellent condition, £295.
- 1959 BEDFORD tipper 5-type, 2-speed axle, all steel body, choice of two, £1,025.
- 1958 AUSTIN 15-cwt. van, grey, unwritten, £175.
- 1952 AUSTIN A40 van, in green, £125.
- 1957 DODGE tipper, diesel engine, Eaton 2-speed axle, 945hp, 1958.
- UNREGISTERED COMMER, diesel, 50-cwt. van, £510.
- 1953 AUSTIN A70 gown van, in green, fitted walls, in excellent condition, £265.
- 1954 AUSTIN A40 pick-up, red and black, £225.
- 1958 AUSTIN A55 van, green, in tip-top condition, £545.
- 1948 GUY Weller 50-cwt., choice of two, £99.
- FODEN 8-wheeler, new Atkinson body, reconditioned engine, £550.
- 1946 ALBION van, 50-cwt.
- SEDDON diesel, 2-ram tipper, 9-yd. body, P6 engine, £350.
- SOUTHEND ARTERIAL RD., East Horndon. Heron-gate 394. 839-140
- 5-30-CWT. various commercial vehicles, prices from £50 including selection of Lutons, L. H. Spring and Co., Ltd., Friern Barnet Garage, Cooney Hatch Lane, N.11. EM 7667 and 7575. 839-312

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AUTHORIZED

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NEAR PONTEFRAC.

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- NEW LEYLAND Comet CS3/2R model.
- ALBION Model HD, 1951, fitted with 20-ft platform body.
- ALBION Chieftain, 1954, fitted with alloy platform body.
- GUY Otter, 1955, fitted 18-ft. drop-sided body, 4LK engine and 2-speed axle.
- MAUDSLAY Manx tractor, 1947, with fifth wheel coupling and 24-ft. Dyson tandem-axle semi-trailer.
- MAUDSLAY Mogul, 1948, Gardner 5LW engine, drop-side body.
- LEYLAND 1955 semi-forward control, fitted with 18-ft. drop-side body.
- SENTINEL 1952 6-wheeler, platform body.
- A.E.C. Mercury 1957 Mk. II with 20-ft. platform body.
- ALBION Chieftain, 1953, with alloy platform body.
- COMMERCIAL TS3, 1957, 9.00 by 20 tyres, drop-side body.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE,

SOUTH ELMSALL.

839-479

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Used Goods Vehicles (contd.)

WARWICK MOTOR ENGINEERING CO., LTD.
ALBION CONCESSIONAIRES.
AUTHORIZED LEYLAND DEALERS.

1958 FORD Trader 7-tonner, cattle truck body, in excellent condition throughout.
1957 (Late) LEYLAND Stier.
1957 LEYLAND Comet and hydraulic tipper 13-ft. 6-in. body, 9,000 by 20 tyres.
1956 THORNYCROFT Sturdy Special, 20-ft. platform body, 9,000 by 20 tyre equipment.
1951 THORNYCROFT Sturdy Star, 16-ft. 6-in. platform body.
1951 E.R.F. 7-8-tonner, SLW, end hydraulic tipper, very good order throughout.
1948 SEMINEL 7-8-tonner, 4-cylinder Ricardo engine.
1950 ALBION Chieftain hydraulic tipper, choice of two.
FOR further details and prices of the above apply:—
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1957 June, B.M.C. 7-ton 160-in.-wheelbase 18-ft. platform, unladen weight 3 tons 14 cwt., excellent condition.
1953 (Late) DODGE, Perkins R6, 17-ft. platform.
1953 FORDSON short-wheelbase tipper, 4D engine, steel body.
1953 AUSTIN 5-ton, Perkins P6, Balco extension platform body.
1952 ALBION Clydesdale 15-ft. boxvan body, 7 ft. 3 in. high, reconditioned engine 12 months ago, C licence user, good condition.
1951 FORDSON short-wheelbase tipper, 4D engine, steel body.
1950 FORDSON, Perkins P6, drop-side body.
1949 ALBION medium-wheelbase tipper, fitted Chieftain diesel engine, good condition.
1948 ALBION FT3, petrol, medium-wheelbase tipper, good condition.
1947 ALBION CX medium-wheelbase tipper.
1946 VULCAN, Perkins P6, platform body.
1940 FODEN, Gardner 4LK, platform body. 839-478

1959 AUSTIN B.M.C. diesel 6-wheeler, 24-ft. alloy platform, Boys axle, Eaton 2-speed, 9,000 by 20 immaculate condition throughout, one owner from new.
1957 COMMER TS3, diesel 6-wheeler, 24-ft. alloy flat, Primrose axle, 9,000 by 20 tyres, exceptional condition.
1955 BEDFORD A-type 5-ton long-wheelbase flat, Perkins P6, ex C licence owner.
1952 A.E.C. Monarch 7.7 long-wheelbase double-drop-side truck, any trial.

J. C. CONLEY AND SON,
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Phone 27694. 839-482

FERRARIS OF CRICKLEWOOD, LTD.,
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

1955 AUSTIN A40 pick-up truck.
1957 BEDFORD 10-12-cwt. pick-up.
1951 AUSTIN 25-cwt. truck, choice of two.
1956 DODGE 5-ton diesel tipper.
1957 DODGE 5-ton 106 P6 truck, alloy body, choice of three.
1954 DODGE 5-ton 105 P6 diesel, 1,200-cu.-ft. Luton.
1959 FORDSON 15-cwt. van, 14,000 miles.
1954 FORDSON 10-cwt. gown van.
1957 FORDSON 10-cwt. vana, choice of six.
1955 FORDSON 3-ton short-wheelbase diesel truck.
1952 SEDDON 7-ton long-wheelbase alloy platform.
1947 JENSEN long-wheelbase platform truck.
1955 JENSEN, 1,700-cu.-ft. Luton.
50 Used vehicles, 5 cwt.-7 tons. 839-464

THOMAS S. WHITNEY AND CO., LTD.,
MAIN FORD DEALERS,
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Phone, North 3191.

1958 Thames artic, choice of two, one with Scammell coupling, £625 and £675.
1956 B.M.C. diesel 5-ton, new engine, £450.
1955 BEDFORD 5-ton long-wheelbase drop-side, Perkins R6, £425.
1955 BEDFORD 7-ton P6 twin-ram tipper, £485.
1955 (M) COMMER Q3 drop-side flat 3-ton petrol, new engine, £250.
1953 BEDFORD 5-ton A model, petrol, £225.
1952 A.E.C. 41-seater Burlingham coach, radio and PA certificate 1962, prescriptive box, 9.6 under-floor engine, diesel, Michelin tyres, buff and green, £1,950.
1947 BEDFORD 29-seater Duple, £225. 839-491

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Used Goods Vehicles (contd.)

PERCY D. SLEEMAN, L. TD.,
LONDON COMMER DEALERS.
NEW. Immediate delivery.

COMMER 7-ton 13-ft. 6-in.-wheelbase chassis-cab, air brakes, 5-speed gearbox, helper springs, double heaters, 9,000 by 20 tyres, blinker lights.
COMMER 12-ton tractor with Scammell automatic coupling gear, 8.25 by 20 tyres, air brakes, rubber wings, outside and normal size towing loops, dual heaters.
COMMER-UNIPOW 24-ft. 6-wheel platform truck, with 9,000 by 20 tyres, air brakes, power steering.

USED.

1958 BEDFORD diesel 5-ton tipper.
1957 DODGE 146 R6 long-wheelbase platform truck.
1957 COMMER short-wheelbase tipper, alloy body (choice of three).
1956 FODEN FG5/19 short-wheelbase tipper.
1956 COMMER TS3, 18-ft. platform.

38 UXBRIDGE ROAD,
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PHONE, EALING 7987.
After hours, Iver 561 or Beaconsfield 1081. 839-415

T. C. HARRISON, L. TD.,
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LONDON ROAD,
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Phone 29091.

1956 DODGE 7-ton tippers and flats, Perkins diesel, 5-speed gearbox, from £350.
1955 FORD Thames 5-ton tippers and flats, Perkins diesel, from £250.
1949 COMMER 7-ton petrol, tipper, £195.
1950 BEDFORD 5-ton long-wheelbase diesel tipper.
1955 AUSTIN 25-cwt. van, petrol, £150.
1956 AUSTIN A40 van, £150.
1955 BEDFORD 10-12-cwt. van, £225.
1955 BEDFORD 3-ton petrol truck, low mileage, £395.

RANGE OF NEW THAMES TRADERS, EX STOCK.
Associated with
WEST RIDING MOTOR CO.,
SHEFFIELD ROAD, ROTHERHAM.
Phone, Rotherham 77296. 839-423

1953 FORD R4 flat, ET7, P6 engine. 1953 Ford R4, drop side, ET7, P6 engine. 1953 Ford R4, flat, ET7, P6 engine. 1946 E.R.F., SLW, S.A.E. tractor. 1949 Foden, SLW, S.A.E. tractor. 1952 Dennis, petrol Scammell tractor. Two Dyson draw bar trailers, three Scammell ex-W.D. trailers. John Buckley and Co. (Warrington), Ltd., Radclon Court, Knutsford Rd., Warrington 35481. 840-8127

USED Trucks for Sale.
SEDDON diesel, 1950, 7-ton, Perkins P6 engine, fitted with 16-ft. double-drop-side body, very good tyres on rear, 5-speed gearbox, £225.
DODGE diesel, 1950, 7-ton, Perkins P6 engine, fitted 16-ft. double-drop-side body, £175.
BEDFORD tipper, 1951, fitted front end single ram tipping gear, and 12-ft. 6-in. wooden tipping body, £175.
NEW Vehicles for Early Delivery.

TRADER 7-ton 160-in. wheelbase chassis-cab, fitted high quality panelled drop-side body.
INQUIRIES welcome for all models Thames and Thames Traders.
L. INCOLNSHIRE MOTOR CO., LTD., Brayford House, Lincoln, Phone, Lincoln 20123. 840-8158

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1956 BEDFORD 7-ton all-alloy drop-side truck, Perkins R6 engine, £545.
1955 Thames 2-ton truck, Cost Cutter petrol engine, good condition, £180.
1955 Thames 5-cwt. van, good condition, sprayed in primer, £250.
NEW Thames Trader 160-in. wheelbase 6-cylinder diesel truck, primer, available from stock. 839-5

E.R.F., Registered 1951, 6-wheeler, double drive, platform, recent mechanical overhaul.
E.R.F., 1948, 8-wheeler, double drive, platform.
COMMER TS3, 1958, long-wheelbase platform, as new.
COMMER TS3, 1957, long-wheelbase platform.
COMMER TS3, 1957, artic., platform trailer.
SEDDON 1948 long-wheelbase platform, P6 engine.

DODGE, December, 1957, 5-ton petrol tipper, 5-cu.-yd. wooden body.
BEDFORD 1955 5-ton short-wheelbase petrol tipper, Anthony bodies and tipping gears, choice of four.
BEDFORD petrol 1954 long-wheelbase, Anthony body and tipping gear.
BEDFORD 1949 2-3-ton 3-way tipping truck.

LEYLAND 1958, November, Comet, coal tipper, alloy body, as new.
DODGE 144 AR6 1956 short-wheelbase tipper, choice of four.
DODGE 145 AR6 1956 long-wheelbase tipper, choice of three.
LL the above vehicles are in very clean condition and are well tried.

K. AND F. (COMMERCIALS), L. TD.,
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Phone 2130 or 2166. 839-500

Used Goods Vehicles (contd.)

COUNTY OAK SERVICE STATION, L. TD.,
VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

1956 September, BEDFORD diesel tipper 5-ton, exceptionally good order, one owner, £575.
1956 BEDFORD CA van, £275.
1956 7-ton BEDFORD U tipper, diesel, one owner, £475.
1955 TROJAN diesel 1-ton van, choice of three, £245.
1955 FORD Thames van with windows and seats, reconditioned engine, heater, sun visors, spot lamps, roof rack, immaculate, £335.
1953 MORRIS Series E 5-cwt. van, £125.
1952 BEDFORD 5-ton tipper, £150.
1951 AUSTIN 3-way loader, one owner, £85.
1951 15-cwt. TROJAN van, petrol, £50.
1950 October, AUSTIN 2-ton Luton van, £95.
1950 FORD 10-cwt. van, £125.
1949 2-ton BEDFORD boxvan, one owner, £75. 839-492

COM MOTORS, L. TD.
1958 MORRIS 15-cwt. Omnitruck, with tilt, immaculate condition, £395.
1955 BEDFORD 12-cwt. van, plain blue, very clean, £225.
1955 FORD 10-cwt. van, exceptional vehicle, £160.
1953 MORRIS 15-20-cwt. P.V. van, excellent throughout, £150.
1953 MORRIS COWLEY 10-cwt. van, £135.

LARGE variety of used commercial vehicles always available and covered by our three months' guarantee.
FORTRESS GROVE, Forties Rd., Kentish Town, London, N.W.5. Gulliver 5888-9. 839-489

1946 ATKINSON 8-wheel platform, Gardner 6LW.
1955 BEDFORD 7-ton diesel drop-side.
1949 DENNIS Max tipper, rebuilt 1959.
1951 E.R.F. 4-wheel drop-side, Gardner 4LW.
1949 MAUDSLAY 4-wheel tipper, perfect condition, HIRE purchase and part exchanges.

COMMERCIAL MOTORS (CLAY CROSS), LTD.,
Derby Rd., Clay Cross, near Chesterfield. Phone, Clay Cross 3302. After 6 p.m., Chesterfield 6546. Clay Cross 2364. 839-10

1958 November, FORD 6D 7-ton 8-yd. tipper, U-shaped body, £800.
1954 A.E.C. Monarch, 7.7 engine, 20-ft. flat, 10,000 tyres, good mechanical condition, £900.
1954 DENNIS 8-ton chassis-cab, Perkins P4 under-floor engine, 35,000 miles only, £250.
1945 A.E.C. Monarch long-wheelbase chassis-cab, reconditioned 7.7 engine, £350.
CHAMBERS ENGINEERING, Weston Twiville, Aylesbury, Stoke Mandeville 2282. 839-174

£750. 1958 BEDFORD Vauxhall diesel engine, Scammell tractor, complete with 10-12-ton low-loading trailer, 14-ft. well, 4-in.-line knock-out axle.
£500. 1956 BEDFORD R6 diesel engine, twin ram, long-wheelbase tipper.
£150. Late 1953 BEDFORD 30-cwt. A-type van.
£250. 1958 model MORRIS J2 15-cwt forward-control van.
£165. S-type 10-ton BEDFORD-SCAMMELL tractor, fitted P6 Perkins diesel engine, cab a bit rough (Each) Two good 1952 VULCAN 7GF 8-ton long-wheelbase lorries, fitted 4LW Gardner engines, 5-speed boxes.
£175. PERKINS P6 engine and gearbox and conversion parts for S-type 7-ton BEDFORD, complete.

255 WALTON LANE, Liverpool, 4. Aintree 1873. 839-45

1959 FORD Trader 7-ton 18-ft. long-wheelbase drop-side truck, in excellent condition.
1955 MORRIS diesel 5-ton short-wheelbase tipper.
1953 ATKINSON 7-8-ton 4-wheel truck, 4LW Gardner engine.
1956 LEYLAND Beaver long-wheelbase drop-side truck, air brakes, 600 engine.
1955 BEDFORD diesel 7-ton twin-ram long-wheelbase tipper.
12-ton low-loader semi-trailer, 16-ft. well, knockout axle.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Bro. 4 well 1840. 839-161

1955 Leyland 8-wheeler, any trial, £1,550; 1952 Albion 8-wheeler, good condition for year, £850; 1958 Rex, Dennis Max, 20,000 miles, £180. McQueen, Linsides Sawmills, Doncaster 4710. 841-8199

H. TAYLOR AND CO., LTD., offer:—
1953 MORRIS 5-ton drop-side long-wheelbase truck, £175.
1956 FORD 10-cwt. van, £195.
1-2 THE CRESCENT, Surbiton, Elmbridge 0081. 839-209

CONTAY MOTOR WORKS, L. TD.,
164A SOUTHWARK BRIDGE ROAD,
S.E.1.
Waterloo 6162-3.
OFFER:—
1956 COMMER 30-cwt. truck, coachbuilt body, excellent condition, £325.
1955 FORD 5-ton insulated van, coachbuilt, very good condition, £475.
1952 COMMER 30-cwt. truck, coachbuilt body, excellent condition, £175.
DEFERRED terms one to four years, subject to approval. 839-477

Used Goods Vehicles (contd.)

PETERBOROUGH ENGINEERING CO.

- 1957** BEDFORD S 300 diesel long-wheelbase truck, clean, £700.
1956 YORK 17-ton tandem-axle trailer, 25-ft. platform, servo brakes, £775.
1955 COMMER TS3 13-ft. 6-in. wheelbase drop-side truck, £651.
1956 COMMER TS3 13-ft. 6-in. wheelbase chassis and cab, £750.
1954 DODGE 165 AP6 platform truck, £400.
1953 FODEN FE6-15 8-wheeler tipper, 20-ft. 16-cu.-yd. body, Pilot gear, very good condition, £1,750.
1952 FODEN 4LW tractor chassis and cab, clean, £400.
1950 LEYLAND 8-wheel tipper, suitable for pit work, 600 engine, £550.

44 EYE ROAD, PETERBOROUGH.

PHONE 66161.

839-453

GILBERT RICE, LTD.

HORSHAM, SUSSEX.

Phone 4331.

- 1957** FORD Trader 152-in. wheelbase 6-cylinder diesel truck, one owner, in excellent condition, £645.
1947 BEDFORD pantechon, in good order, £145.
1953 BEDFORD 5-ton insulated meat van, £325.
1958 Thames Trader 6-cu.-yd. diesel tipper, with many extras, including 9.00 by 20 12-ply tyres, in excellent condition, cost £1,500 new, a bargain at £1,050.
1953 AUSTIN 3-ton diesel truck, excellent condition, recellulosed, £345.
1954 AUSTIN 3-ton diesel truck, recellulosed, excellent condition, £365.
1955 BEDFORD 7-ton platform diesel truck, good tyres and in good condition, £395.
1957 BEDFORD 6-cu.-yd. long-wheelbase diesel tipper, new tipping gear fitted, in excellent condition, £695.
1955 Thames 3-ton 157-in. wheelbase, diesel truck, heavy duty chassis frame, oversize tyres, 5-ton springs, 42,000 miles only, in excellent condition, £495.
1956 LAND ROVER, short wheelbase, with tilt, in fair order, £290.
THREE new Thames Traders in stock. Phone for details. 839-342

VIGO MOTORS.

- 1958** BEDFORD Workabus, £425.
1957 BEDFORD van, 10-12-cwt., £300.
1955 BEDFORD van, 10-12-cwt., £200.
1955 COMMER estate, £135.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 839-296

FOR sale, due to arrival of new vehicles:—

- FODEN** 8-wheel tipper, double drive and low reduction, £750.
DENNIS 4-wheel tipper, aluminium body, diesel engine, £775.
MAUDSLAY chassis-engine and cab, £95.
APPLY, Mr. Holdsworth, Heaps Tours, Ltd., 115 Tong Rd., Leeds, 12. Phone 638731. 839-81

THE RELIANCE GARAGE (NORWICH), LTD., offers:—

- AUSTIN** 4 x 4 fitted with 4D engine.
HUMBER pick-up fitted with Perkins P4.
HEIGHAM ST., Norwich. Phone 28911-5. 839-42

A.E.C. 8-wheeler, 9-47, 9.6 engine, double drive, £1,000.
FODEN F.G. 8-wheeler, 4-brakes, Gardner 6LW engine, heater.
ATKINSON 8-wheeler, 9-49, Gardner 6LW engine, double drive, broken crankshaft, heater, the body's approx. 24 ft. Apply Silver Roadway Ltd., 27 Dock Rd., Silvertown, London, E.16. Albert Dock 3851. 839-21

1948 BEDFORD 5-ton boxvan, £95.
1954 BEDFORD drop-side 7-ton diesel truck, 1500.
1955 COMMER, Luton 1,200 cu. ft. van, £525.
1958 Thames Trader, P6 diesel tipper, Anthony 6-cu.-yd. steel body, £885.
CAMPBELL SYMONDS AND CO. LTD., Forty-Cannock, Wemby, Middx. Arnold 7771. 839-229

1955 FORD 3-ton 4D boxvan.
1953 COMMER 5-ton platform lorry, P6 engine, 2-speed axle (choice of two).
TWO HANDS 20-ft. flat platform F.W.C. semi-trailers.
ONE HANDS 4-wheel platform trailer.
COACHES AND COMPONENTS LTD., 92-94 Stamford Hill, N.16. Stamford Hill 8444. 839-298

ONE SENTINEL 6-wheeler, D.D. platform body.
ONE DODGE 145 R6 tipping vehicle, good condition, July 1955.
ONE FORD 4D 128-in. wheelbase drop-side vehicle, 1954 vehicle.
ONE 1949 TROJAN van.
PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 839-372

NEW LEYLAND Beaver double reduction axle tractor, complete with 15-ton DTC fall in line trailer, immediate delivery.
FORDSON tipper in really excellent order, £125.
1950 BEDFORD tipper, very well maintained, with excellent tyres, £140.
J. CAMPBELL PARK, LTD., Chidwell Valley Rd., Gateacre, Liverpool. 839-387

SAYERS GARAGE, Brough, Westmorland. Brough 226. 839-397

Used Goods Vehicles (contd.)

October, BEDFORD CA van, black, £265.
1955 AUSTIN A40 van, maroon, £245.

AUTO SALES AND SERVICES, LTD., Burgh Heath, Surrey. Phone, Burgh Heath 2059. 839-228

1953 FODEN Mark II 2-stroke 8-wheeler, new engine three months, new tyres throughout, immaculate, £1,600.
1955 LEYLAND Octopus, double drive, high sides, reconditioned throughout, ready for work, £1,850.
BOTH vehicles are ready to work, no dealers need reply.

REPLIES to: J. Wright and Co. (Doncaster), Ltd., 22 High St., Hatfield, Doncaster. 839-436

SPECIALISTS in Albion, Leyland and Thames body-builders and painters, officially appointed fitting station. Syndromic automatic lubrication equipment.
THE RELIANCE GARAGES (BRIGHOUSE), LTD., Wakefield Rd., Brighouse, Yorkshire. Phone: Day, Brighouse 1677; night, Bradford 78486 or 71077. 839-420

1948 ALBION 8-wheeler cab and chassis, cheap.
1947 SCAMMELL rigid 8, £285.
1949 LEYLAND Comet cab and chassis, £195.
1947 A.E.C. Monarch, £295.

H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 839-430

DYSON and Eagle 4-wheel trailers, 6- and 7-tonners, in very good condition, £50 each.
DIAMOND T wrecker with all crane equipment attached, £450.
1959 FORD 4D Trader flat, guaranteed 19,000 miles, £950.

1959 ATKINSONS flat, 6LW Gardner, 18,000 miles, alloy body, heater, £3,500.
ERNEST THORPE AND CO. LTD., Thurgoland, near Sheffield. Phone, Stockbridge 2152. 839-475

Unclassified Wanted

ANY type of commercial vehicle bought for cash, also late-model damaged vehicles. Write, 159 Mayd Avenue, Bradford, 5. Phone 27694, day or night. 839-706

W. JONES (MANCHESTER), LTD., 5 Marsden Court, Manchester, 4. Blackfriars 6037.
WANTED, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers, cash. Phone, Swinton 2636 and 2037; after hours, Wigan 46049. 839-725

LEYLAND, A.E.C., Atkinson, Bedford, 10 tons, 6 wheels, double drive, lowest price; also interested 2, 3 and 5 tons, any make. Write, Fortell, 3 Laurence Pountney Hill, E.C.4. 839-8176

WANTED to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers, diesel-engined lorries; also six Albions and Seddons or similar diesel-engined flats and tippers; also several tippers; also 30-cwt.-7-ton 1954-59; also damaged late-model lorries, suitable for rebuilding.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 839-404

WANTED, very late Commer or Leyland Comet Scammell tractor, or will buy new if agent take in exchange 1955 model Austin London diesel Scammell tractor. Box CM394, care of "The Commercial Motor." 839-46

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QUEEN'S ROAD, WEYBRIDGE.
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SEDDON 7-ton chassis, 13-ft. 6-in. wheelbase, fitted Perkins P6, £1,680. 839-224

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NORTH CHESHIRE MOTORS, LTD., Wootton, Phone, Warrington 33271. Sales, spare and service. 839-179
Zzz-891

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STANDARD 10-12 Atlas van, immediate delivery. Acorn 6731.
A TLAS vans, one sliding door, one hinge door, immediate delivery. Acorn 6731. 839-178

New Goods Vehicles (contd.)

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NEW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus, full range of spares and first-class service from:
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ALWAYS GOOD STOCKS OF NEW TROJAN,
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FOR your VOLKSWAGEN—see the VW Centre, R. Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colbourne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. zzz-401

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THE new Boys third axle is available for all models. Ask your agent or apply to Henry Boys and Son, Ltd., Oxford St., Walsall. Phone, Walsall 2181. zzz-430

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

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1948 Regal 7.7 (diesel) Harrington 33-seater half cab sun saloons, certificate of fitness 1963, first-class condition, choice of four, offers invited. **SURREY MOTORS, LTD.**, St. Nicholas Rd., Sutton, Surrey. Vigilant 4444. 841-8178
1952 A.E.C. Reliance with 41-seater Duple Britannia, front-entrance coach, 32,000 miles, cream exterior, red interior, Vincent Greenhouse, Lyde Motors Works, Hereford 2347. 839-51
A.E.C. 1950 36 seater, 9.6 engine, air brakes, full front, £200.
A.E.C. 1949 36 seater, 9.6 engine, air brakes, £200.
BAYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey, Horley 4536. 839-238
1952 A.E.C. 41-seater Burlington coach, radio and PA certificate 1962, prescriptive box, 9.6 under-floor engine, diesel, Michelin tyres, buff and green, £1,950.
THOMAS S. WHITNEY AND CO., LTD., 279-283 Scotland Rd., Liverpool, 5. Phone, North 3191. 839-490

ALBION
ALBION CX39 33-seater coach for sale, first registered 1950, first-class mechanical condition, cheap for quick sale. **O. Smith, Ltd.**, Riviera Filling Station, Norden, Lechdale, Phone, Norden 58219. 839-425

AUSTIN
AUSTIN 32-seater coaches, full fronted, 1951, certificate of fitness to 1961, ready for immediate service; choice of two. **Pearl Garages, Ltd.**, 37 South Ealing Rd., Ealing, W.5. Eal 9046. 839-177

BEDFORD
1953 Yeates Riviera 35-seater, courier's seat, certificate of fitness 1963, red and cream, red upholstery. **H. R. Richmond, Ltd.**, South St., Epsom. 839-8119
1957 March, BEDFORD Yeates Europa 41, petrol, good tyres, sound mechanical condition, certificate of fitness 1964, radio, heaters, £2,750 o.n.o. Whippet Coaches, Ltd., Hilton, Huntingdon. Phone, Papworth St. Anne's 25. 840-61792
1947 29-seater Viata, high backs, flashers, nice, certificate of fitness 21.11.61, £250 o.n.o. Warren, Titchhurst 291. 839-111

DISPATCH MOTORS.
FORD DISTRIBUTORS.
256-278 BOROUGH HIGH STREET, S.E.1.
1954 BEDFORD Super Vega, certificate of fitness 1964, £1,965.
1953 BEDFORD Gurney-Nutting 31-seater luxury coach, glass roof quarters, tubular racks, Bedford seats, certificate of fitness 1963, £1,365.
PHONE, WATERLOO 5991. 839-258

1 1956 BEDFORD Super 37-seater coach, 37,000 miles only, radio, heater, as new, £2,650. Vincent Greenhouse, Lyde Motors Works, Hereford 2347. 839-52
1951, July, BEDFORD Duple Super Vega 33-seater, Formica casing panels, immaculate condition, certificate of fitness 1961. **T. H. Gosling and Son, Marcham-le-Fen, Boston.** 839-164
1950 BEDFORD Duple Viatas, ex large public company, few observation saloons, Formica panels, immaculate condition, seats removed, other seats available, choice of six, £350 each. **Landown, London, Maryland 4994.** 839-170
VINCENT GREENHOUSE (WREXHAM), LTD., 1952 St. Wrexham, Phone 3431.
1952 BEDFORD Duple Brush 33-seater coach, finished in blue, certificate of fitness to July, 1961.
1954 BEDFORD Duple Super Vega 36-seater coach, finished in red and maroon, certificate of fitness to May, 1963.
1954 BEDFORD Plaxton 37-seater coach, finished in maroon and red, certificate of fitness to January 1964.
1956 BEDFORD Duple Super Vega 41-seater coach, finished in maroon and silver, certificate of fitness to December, 1960.
1957 BEDFORD Duple Super Vega 41-seater coach, finished in cream and black, certificate of fitness to May, 1964.
1958 BEDFORD Duple Super Vega 41-seater coach, finished in blue and silver, certificate of fitness to January, 1965.
ALL carry our Quality Tested Warranty.
1957 BEDFORD 41-seater Duple, immaculate condition, blue and cream, bargain, £2,475.
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Used Passenger Vehicles (contd.)

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166 MAIN ROAD,
SUNDRIDGE, KENT.
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1959 BEDFORD 41-seater Super Vega, 12,000 miles only, colours ivory and black.
1958 BEDFORD 41-seater Super Vega, 30,000 miles genuine, colours blue, one owner.
1954 BEDFORD 36-seater Super Vega, a beautiful one-owner driven coach, certificate of fitness 1964.
1953-2 BEDFORD Super Vegas, 7 ft. 6 in., 36-seaters, quarter lights, one owner, choice of four, certificate of fitness 1963.
HIRE-PURCHASE with your own company if desired or same terms obtained for you. The above coaches are without question the cleanest second-hand vehicles on offer. 839-313
1953 BEDFORD Duple Super Vega 38-seater, certificate of fitness 1963, fitted glass quarters, tubular racks, many extras, used excursion work only, all units recently overhauled, immaculate condition throughout, £1,600. **Unique Coaches (Brighton), Ltd.**, 47 Trafalgar St., Brighton, Sussex. Brighton 24398. 839-194
1959, April, BEDFORD petrol Duple 41-seater, radio, heaters, wheel discs, 18,000 miles, and in condition equal to new, £3,150. 1958, May, Bedford petrol Duple 41-seater, radio, heaters, wheel discs, genuine 38,000 miles, £2,850. Both the above are open to near offer, and can be released immediately. **Godfrey Abbott Tours, Sale 5946, 5025.** 839-300
1948 BEDFORD Plaxton 30-seater, good condition expires 30.6.61, £250 o.n.o. **Simcox Coaches, Cheltenham Rd., Gloucester. Churchdown 3245.** 839-x2015

Bedford Wanted
BEDFORDS, large and small, wanted, diesel or petrol. **Thurgoods (Coachbuilders), Ware.** Phone, Ware 833. 839-207

BRISTOL
1938 BRISTOL 5LW Gardner, 32-seater bus, certificate of fitness March, 1960, £125. **Mellers Coaches, Goxhill, Barrow-on-Humber.** Phone, Barrow-on-Humber 238. 841-8180

COMMER
1957 TS3 Duple 41-seater, immaculate, every available extra, radio, heaters, speech amplification, lift-up roof vents, glass roof quarters, new tyres, wheel discs front, rear.
C. 296, PEGG, Caston, Attleborough, Norfolk. Caston 842-8187
1949, November, COMMER Avenger 32-seater, Reading, been reconditioned. £375. **Warren, Titchhurst 291.** 839-110

Commer Wanted
COMMER 33-35-seater required 1952-54 model, bodywork must be first class, if you have a genuine vehicle to dispose of at a fair price write to **Kingsway Coaches, Blitchley Rd., Blitchley, Bucks.** 840-8185

FODEN
1947 FODEN 5LW Gardner, 35-seater bus, certificate of fitness October, 1961, £150. **Mellers Coaches, Goxhill, Barrow-on-Humber.** Phone, Barrow-on-Humber 238. 841-8182

GUY
USED UNITS, Whitefield, Burnley (phone 2262).
GUY Arab single-decker bus, first registered 1948, 33-seater, very clean throughout, fitted 6LW engine, certificate of fitness till June, 1962, £350. 839-68

DON EVERALL, LTD.
34 CLEVELAND ROAD,
WOLVERHAMPTON.
Phone 23212.

1954 GUY Arab lightweight, 6HLW underfloor engines, 41-seater Burlington Seagull coaches, certified to 1964, choice of nine, ex our own fleet, £2,300. 839-132

LEYLAND
LEYLAND TS8 33-seater, very good mechanical order, new tyres, £120. To be seen at **Trundeys Road Service Station, 20-48 Trundeys Rd., S.E.8.** Phone, Ber 1855. 839-8152
1958 (June) LEYLAND Tiger Cub, 43-seater, Duple coach, fitted radio and heater.
1957 (June) LEYLAND Tiger Cub 41-seater Duple coach, fitted radio and heater.
PPLY Peter Irvine and Sons, Salisbury, by Motherwell, Phone, Salisbury 207. 842-8209

Used Passenger Vehicles (contd.)

LEYLAND Royal Tiger, 41-seater Harrington dorsal fin body, date of registration May, 1953, certificate of fitness 1963. One only.
LEYLAND Tiger Cub, 37-seater Harrington dorsal fin body, date of registration May, 1954, certificate of fitness April, 1965. Choice of four.
LEYLAND Worldmaster, 37-seater Harrington dorsal fin body, date of registration June, 1955, certificate of fitness June, 1965. Choice of three.
LEYLAND Tiger Cub, 37-seater, 316 Beardwood Rd., Birmingham. Phone, Beardwood 2388. 839-111
LEYLAND half-cab, Harrington body, new diesel engine, fitted recently, certificate of fitness December, 1960, perfect bodily and mechanically, £150 o.n.o. **Annans 424.** 839-87

Leyland Wanted
WANTED, Royal Tiger coach, 1950-53, 7-ft. 6-in. body, quarter lights 40-45-seater, price and particulars in Box CM391, care of "The Commercial Motor." 839-98

SEDDON
1953 P6 Diesel 2-speed axle, 5-speed gearbox, Gurney Nutting full-front 27-seater sun saloon, certificate of fitness 1962, first-class condition, offers invited.
SURREY MOTORS, LTD., St. Nicholas Rd., Sutton, Surrey. Vigilant 4444. 841-8173

VULCAN
1949-50 VULCAN Duffield P6 reconditioned 29-seater, certificate of fitness 1962, £350 cash. Wanted, overdrive gearbox, Crossley downspout, Hadleigh, Suffolk, 2277. 840-1112

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DON EVERALL, LTD.
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PASSENGER TRANSPORT SPECIALISTS.
NEW BEDFORD, COMMER OR FORD CHASSIS AVAILABLE. BODIED BY PLAXTON OR BURLINGHAM TO YOUR INSTRUCTIONS.

1959 BEDFORD diesel 41-seater Burlington coach, as new, available shortly, £3,350.
1958 COMMER TS1 41-seater Duple S.V. coach, air brakes, £3,250.
1958 BEDFORD petrol 41-seater Duple coach, immaculate condition, £3,000.
1956 BEDFORD petrol 41-seater Yeates Riviera coach, certificate of fitness 1961, £2,600.
1955 COMMER TS1 41-seater Plaxton coach, 2-speed axle, new engine, £2,350.
1955 DAIMLER Freeline 41-seater Duple Elizabethan coach, new engine fitted, £2,780.
1954 SENTINEL 6-cylinder diesel 44-seater service bus, driver-operated door, certificate of fitness 1964, £1,650.
1954 A.E.C. Reliance 41-seater Burlington Seagull coaches, new engines recently fitted, ex our own fleet, choice of two, certified 1964, £2,700.
1954 GUY Arab lightweight, 6HLW underfloor engines, 41-seater Burlington Seagull coaches, choice of nine, ex our own fleet, £2,500.
1953 A.E.C. Mk. IV 41-seater Yeates coach, certified 1963, £2,150.
1953 A.E.C. Mk. IV 41-seater Harrington dorsal fin body, certificate of fitness 1963, £2,250.
1952 DAIMLER Freeline 43-seater Metalcraft coach, choice of two, certified 1962, £1,700.
1951 FODEN 6LW rear-engine 41-seater Bellhouse-Hartwell coach, certified 1961, £1,350.
1951 A.E.C. Mk. IV 39-seater Burlington coach, certificate of fitness 1961, £1,600.
1951 LEYLAND PSI 37-seater Burlington coach, certified 1961, £1,100.
1950 COMMER Avenger, petrol, 33-seater Plaxton coach, courier seat, heaters, etc., being reconditioned.
1950 LEYLAND PSI 33-seater Harrington dorsal fin body, certificate of fitness June, 1960, £650.
1950 FODEN 2-stroke 39-seater Bellhouse-Hartwell coach, new Mk. II engine fitted, certificate of fitness, 1962, £850.
1949 DENNIS 6-cylinder diesel 35-seater, Whitton coach, certified 1960, £550.
1949 MAUDSLAY 7.7 33-seater, Duple coach certified 1962, £550.

50
DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£400, OR AVAILABLE FOR HIRE FOR SHORT OR LONG PERIODS
PHONE, WOLVERHAMPTON 23212.
NIGHTS AND WEEK-ENDS, 32347 AND 22293.
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Used Passenger Vehicles (contd.)

END OF YEAR BARGAINS.
SUPER COACHES. **SUPER COACHES**
C.O.F. 1963. C.O.F. 1963.
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A.E.C. L **LEYLAND.**
IN STOCK NOW
AND AVAILABLE FOR IMMEDIATE INSPECTION
AND TEST.
SPECIAL H.P. TERMS.

1951 A.E.C. 37-41-seater, fully fronted Burlington Seagull body, self-adjusting reclining Continental seating, underfloor engine, good tyres all round, certificate of fitness to 1963, price £1,500-£1,750.
1951 Leyland Royal Tigers, full-fronted 37-41-seater, fully fronted Seagull body, self-adjusting reclining seating, underfloor engine, certificate of fitness to 1961, price £1,500-£1,750.
1950 A.E.C. 35-33-seater super-luxury coaches, bodies by Harrington, Duple and Windover, 3.6 and 7.7 diesel units, all resealed recently, in immaculate mechanical and body condition, certificate of fitness 1961-63, choice of 35, price £425-£650.
1951 A.E.C. Beadle, fully fronted 39-seater luxury coaches, all-metal bodies, large Continental luggage boots, fitted 6-cylinder A.E.C. diesel engine, crash box, in super mechanical and body condition, certificate of fitness 1961, choice of 10, price £490.
1951 Leyland Beadles, 35-34-seater fully fronted all-metal full luxury coaches, all-metal bodies, full reclining staggered Continental seating, fitted Leyland 6-cylinder diesel engine in super mechanical and body condition, certificate of fitness, 1961, choice of 10, price £600-£950.
1948 Leyland PSL coaches, fitted 33-35-seater Burlington full luxury bodies, in excellent body and mechanical condition, certificates of fitness 1963, price £400-£475.

LATE MODEL **LATE MODEL**
A.E.C. **BRISTOL.**
30
SERVICE SALOONS.

1948-49 A.E.C. 35-33-seater service saloons, all-metal bodies, in super mechanical and body condition, certificate of fitness 1964-61, choice of 20, price £475-£650.
1948-49 Bristol 34-35-seater service saloons, with late series low-milage Bristol 6-cylinder A.V.-type diesel engine, 5-speed crash boxes, in immaculate mechanical and body condition, three resealed last week only, certificate of fitness 1963-62, choice of 10, price £550-£600.
1948 Leyland PSL 35-33-seater all-metal service saloons, 7.8 diesel engines, in super mechanical and body condition, choice of six, certificate of fitness 1964-61, price £350-£550.
C.O.F. 1963. C.O.F. 1963.

50
SUPER DOUBLE-DECKERS.

1948 A.E.C. Metcam 56-seater, high-bridge, all-metal bodies, fitted late series, low mileage 9.6-7.7 A.E.C. diesel engines, mechanically and bodily as new, certificate of fitness 1962, price £650-£550. Choice of 20.
1946 High-bridge Bristol double-deckers, fitted 1946 5LW and 7.7 diesel engines, in perfect mechanical condition, certificate of fitness 1963, resealed end of 1958.
1948-49 Leyland PD2 56-seater high-bridge double-deckers, Metcam all-metal bodies, fitted 9.8 Leyland diesel engines, certificate of fitness 1963-62, choice of six, price £650-£750.
LEYLAND TD5, fitted 1951-53 bodies, certificate of fitness 1963-61, price £250-£275.
These are only a few of well over 200 passenger vehicles which are available for immediate inspection and trial.

SPARES.
£20,000 Of brand-new and used spares of all descriptions for Bristol, A.E.C., Leyland 8.6 and 7.4, etc.; transmission units, differentials, etc., at lowest prices. Inspect our new walk-round spares store.
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DERBY ROAD,
LOUGHBOROUGH.
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LONDON'S LEADING PASSENGER AND
COMMERCIAL-VEHICLE SPECIALISTS.
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HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.
HOWARD 1266, PBX.
NEW COACHES.
IMMEDIATE DELIVERY EX STOCK.

BEDFORD SB3 (petrol) Duple 41-seater Super Vega, 8 ft. wide, glass roof quarters, tubular racks, two heaters, special moulding K, many other extras, finished cream, red moquette.
BEDFORD SBI (300-cu.-in. diesel), Plaxton 41-seater, B glass roof quarters, tubular racks, two heaters, H.M.V. radio-microphone, many other extras, red-grey moquette, finished ivory.
BEDFORD SBI (300-cu.-in. diesel), Harrington Crusader 41-seater, glass roof quarters, Radiomobile speech amplification, two heaters, red-grey moquette, finished cream, many extras.

NEW COACHES.
AVAILABLE FOR DELIVERY EASTER-WHITSUN.
BEDFORD petrol or diesel chassis mounted with coachwork by Duple, Plaxton, Harrington or Burlington 29-41 seats.
A.E.C. Reliance chassis with air brakes mounted with Duple Britannia or Harrington Cavalier 41-43-seater coachwork.
LEYLAND Leopard chassis mounted with Duple Central-L entrance 41-seater Britannia coachwork.

USED COACHES.
EX STOCK.
A.E.C.

1953 Regal Mark IV, underfloor engine, Yeates Riviera 41-seater, divided-type seats in red, finished red-cream, certificate of fitness 1961.
1952 Regal Mark IV, underfloor engine, Burlington 39-seater, red moquette, finished ivory-black, certificate of fitness 1962.
1949 Regal Mark III, 9.6 engine, preselector gearbox, Duple 35-seater, half cab, finished brown-ivory, certificate of fitness 1963.
1949 Regal Mark III, 9.6 engine, preselector gearbox, new full-front Yeates Riviera 35-seater coachwork fitted 1954, Perspex quarters, tubular racks, divided-type seats, no bulkhead, finished metallic blue, certificate of fitness 1962.
1948 Regal Mark III, 9.6 engine, 33-seater Burlington, finished grey-maroon, half cab, certificate of fitness 1962.
1948 Regal Mark III, 9.6 engine, Burlington 32-seater, finished blue, certificate of fitness 1962.

LEYLAND.
1951 PS2 Harrington 37-seater, half cab, dorsal fin, repainted maroon-grey, certificate of fitness 1960.
1950 PS2 Strachan 35-seater, half-cab, finished green.
1950 Comet Burlington 33-seater, red seats, finished red-maroon, certificate of fitness 1961.
1949 Comet CPO-1, Harrington 33-seater, finished red-cream, certificate of fitness 1964.
1948 PS1 Strachan 35-seater, blue moquette, certificate of fitness 1962.

BEDFORD.
1958 Duple 41-seater Super Vega, glass roof quarters, tubular racks, Formica panels, radio, divided-type seats in red moquette, finished grey-blue, 8 ft., certificate of fitness 1963.
1957 Duple 41-seater Super Vega, 7 ft. 6 in., upholstered in red moquette, heater, finished cream-red, certificate of fitness 1964.
1956 Duple 41-seater Super Vega, autumn tint moquette, Formica panels, heater, radio fitted, finished cream and grey, certificate of fitness 1961.
1954 Plaxton 38-seater, glass roof quarters, tubular racks, finished cream-brown, certificate of fitness 1964.
1954 Duple 38-seater Super Vega, red moquette, finished blue, certificate of fitness 1964.
1952 Gurney-Nutting 35-seater, floral moquette, lift-up roof vents, repainted ivory-black, ex large fleet owner, certificate of fitness 1962.
1952 Duple 37-seater Vega, red moquette, finished blue, certificate of fitness 1962.
1952 Duple 37-seater Vega, green moquette, finished cream, certificate of fitness 1962.
CHOICE of several 1947-50 Duple 29-seater Vistas, tubular or high-back seats, all with current certificates of fitness.

FIRST REASONABLE OFFER ACCEPTED FOR THE FOLLOWING:—
1950 ALBION, petrol engine, Harrington 31-seater sun saloon coach.
1950 AUSTIN 32-seater Kenex, certificate of fitness in force, choice of two. 1949 Austin 29-seater Plaxton, finished red and cream.
ALSO stock of half cab Leyland and A.E.C. coaches.
CHOICE of seven 1956-57 BEDFORD Duple Super Vega 41-seater, current certificates of fitness.

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CARDIFF:
DUMBALLS ROAD, CARDIFF.
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CORNARD ROAD, SUDBURY, SUFFOLK.
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Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.
COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE, FARNHAM,
SURREY.
Phone, Farnham 4626-7, 8 a.m. to 6 p.m.; after 6 p.m., Farnham 4481.

NEW BEDFORD DUPE/PLAXTON/BURLINGTON
41-SEATER COACHES, 1960 MODELS. DELIVERY
OF THESE VEHICLES IS AVAILABLE NOW. CHOICE
OF PETROL AND DIESEL ENGINES WITH 4- OR
5-SPEED GEARBOXES. DEMONSTRATIONS OF
EITHER AVAILABLE AT YOUR PREMISES BY
REQUEST. WE INVITE YOUR INQUIRIES.

1960 Model BEDFORD SBI, 5-speed box, Duple Super Vega, maroon, grey exterior, red interior, heaters, wireless, Perspex canopy, demonstration model, 1,000 miles only.
1958 BEDFORD SBI Diesel, 41-seater Duple body, racks, maroon interior, maroon/cream exterior, certificate of fitness 1965, £1,395.
1956 BEDFORD Burlington, 41 seats, red interior, maroon/ivory exterior, certificate of fitness 1961, £2,575.

1955 BEDFORD Vega 36-seater, heater, glass roof quarters, tubular racks, 7-ft. 6-in. body, cream maroon exterior, maroon interior, £2,150.
1955 BEDFORD SB3 chassis, fitted 30-seater bus body, certificate of fitness 1964, blue seating, fitted parcel racks, £2,175.
1957 June, BEDFORD SB chassis, Duple, 41 seats, Formica sides, red interior, brown/fawn exterior, certificate of fitness June, 1964, £1,350.
1954 BEDFORD SBI 41-seater Duple 41-seater, heater, autumn tint interior, certificate of fitness 1964, £1,500.
1953 DENNIS Falcon, fitted Burlington 35-seater, full front, certificate of fitness 1962, £975.
1952 BEDFORD 33-seater, heater, good tyres, above average condition, certificate of fitness 1962, £1,600.

1952 A.E.C. 41-seater Burlington Seagull, fitted heaters, red interior, certificate of fitness 1962, £1,600.
1951 BEDFORD SBI, fitted 33-seater Gurney Nutting body, green interior, clean vehicle, certificate of fitness 1961, £950.
1950 BEDFORD Vista 29-seater, high-back seats, Formica sides, choice of three from £500.
1950 LEYLAND PSL Burlington 35-seater, autumn tint interior, radio, heater, £875.
1949 MAUDSLAY 7.7 engine, 31-seater full-front body, glass canopy lights, no bulkhead fitted, autumn tint interior, certificate of fitness 1962, £1,075.
1949 MAUDSLAY Duple 33-seater, high-back seats, cream/blue exterior, green interior, certificate of fitness June 1961, £495.

1949 MAUDSLAY Duple 33-seater, high-back seats, cream/blue exterior, green interior, certificate of fitness December 31, 1961, £495.
1947 -48 DAIMLER, Plaxton bodies, 35 seats, red interiors, maroon exteriors, certificates of fitness 1961 and 1963, £475 each.
1946 -47 A.E.C. 7.7 engine, Duple, 35 seats, high-back seating, grey/red exterior, certificate of fitness 1962, choice of two, £475 each.

SELECTION of petrol- and diesel-engined coaches for carriage of office personnel, from £100.
SELECTION of diesel-engined coaches for works contract, from £125.
INEXPENSIVE BEDFORD Vistas for mobile shops, etc from £380.
WE shall be having a good selection of 36-, 38- and 41-seaters coming into stock within the next few weeks. Your inquiries welcomed.
AS Plaxton/Burlington authorized repairers for the South we offer a good repair service, also painting and trimming. Crash jobs our speciality. We can usually arrange to hire you a coach whilst yours is off the road. 839-112

STANLEY HUGHES AND CO. LTD.
LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS.
Phone, Dudley Hill 1144 (six lines).

SLASHING REDUCTIONS OF ALL COACHES.

IMMEDIATE DELIVERY OF:—

NEW FORD Thames Trader Duple 41-seater.
NEW FORD Thames Trader Harrington Crusader 41-seater.
NEW FORD Thames Trader Burlington 41-seater.
NEW BEDFORD SBI Duple 41-seater.
NEW A.E.C. Reliance with Duple and Plaxton bodies for Easter delivery.
1959 BEDFORD SBI 41-seater Burlington oiler, choice of three, delivery February.
1959 FORD Trade-Eaton 2-speed, Plaxton full-luxury body, many extras, 10,000 miles, £3,700.
1958 BEDFORD SBI 41-seater Plaxton oiler, immaculate condition, choice of three from £3,000 each.
1956 -58 BEDFORD petrol Duple, Plaxton and Burlington, from £2,250 each. Choice of 20.
1955 A.E.C. Reliance 41-seater Burlington, certificate of fitness to 1965, choice of two, £2,600 each. Delivery February 7.
1951 -53 LEYLAND Royal Tiger 41-seater, Plaxton and Burlington bodies, choice of four from £1,250 each.
1952 A.E.C. Mark IV Plaxton and Burlington 37-41-seaters, choice of six from £1,275 each.
1951 -52 ATKINSON 6LW 41-seaters, choice of four from £1,250 each.
1951 -54 BEDFORDS and COMMERS, choice of 15 from £500-£1,500 each.
100 Further machines of all types for immediate disposal, and spares for every type of passenger vehicles.

APPLY for detailed list.

HIRE-PURCHASE. PART-EXCHANGES.

NIGHT PHONE, CLECKHEATON 2461-2.

MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866.

Used Passenger Vehicles (contd.)

THE S.M.T. SALES AND SERVICE CO. LTD.

177-205 FINNISTON STREET,
GLASGOW, C.3.

CONSULT BRITAIN'S LARGEST BEDFORD COACH SPECIALISTS FOR YOUR NEW VEHICLE REQUIREMENTS.

WE CAN NOW OFFER FROM STOCK FOR IMMEDIATE DELIVERY—

ONE NEW BEDFORD DUPLÉ 41-SEATER, PETROL.

ONE NEW BEDFORD BURLINGHAM 41-SEATER, DIESEL.

ALSO A LIMITED NUMBER OF BEDFORD BURLINGHAM 41-SEATERS FOR MARCH DELIVERY.

WE ALSO HAVE A COMPREHENSIVE STOCK OF FIRST-CLASS

USED COACHES

AT REASONABLE PRICES AND EXAMPLES OF OUR STOCK INCLUDE:—

BEDFORD

1958 BEDFORD Duplé 41-seater full-luxury coaches; choice of two as-new machines.

1957 BEDFORD Plaxton 41-seater full-luxury coaches, petrol; choice of two absolutely spotless machines at reasonable prices.

1957 BEDFORD Duplé 41-seater full-luxury coach, petrol, exterior cream and red, splendid vehicle.

1957 BEDFORD Burlingham 41-seater coaches; choice of two very attractive machines at reasonable prices.

1955 BEDFORD Duplé 41-seater full-luxury coach, cream and red exterior, low mileage, outstanding vehicle.

1953 BEDFORD Duplé 35-seater full-luxury coach, in red and cream, very attractive with certificate of fitness valid until May, 1963.

1955 BEDFORD Duplé 36-seater coach, petrol, certificate of fitness 1964, finished in cream and red, extras include radio and heaters, seats trimmed in very attractive patterned moquette.

1954 BEDFORD Burlingham petrol-engined 36-seater full-luxury coach, in black and cream, brown floral patterned moquette, certificate of fitness March, 1963.

1950 BEDFORD Duplé 39-seater Vista coach, exterior in cream with red patterned moquette, outstanding example of this very popular model.

A.E.C.

1953 A.E.C. Whitsun 41-seater full-luxury coach, certificate of fitness October, 1962, exterior in black, complete vehicle in first-class condition.

1951 A.E.C. Gurney Nutting 41-seater full-luxury coach, certificate of fitness February, 1963, exterior cream and blue, seating in blue patterned moquette, excellent value.

LEYLAND

1950 LEYLAND PSI Plaxton 35-seater coach, exterior black, seating in blue moquette, reasonable price.

1947 LEYLAND PSI Duplé 33-seater coach with full-front conversion, exterior cream with lawn patterned moquette, very fresh coach.

HIRE-PURCHASE FACILITIES.

Phone, Douglas 2940.

PART-EXCHANGES WELCOME.

Phone, Douglas 2940.

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NORTHS OF LEEDS.

BEST SELECTION OF USED PASSENGER VEHICLES IN THE COUNTRY.

EXCHANGES AND TERMS ON ANY OF THE FOLLOWING:—

LEYLAND 1948 PDI, 56-seater, H.B. bodies by E.C.W., two-year certificates of fitness, eight available at £450 each.

A.E.C. 1946 Mk. II H.B. 56-seater MCW all-metal bodies, 7.7 engine, crash gearboxes, two-year certificates of fitness; choice of 12, £274 each.

DAIMLER, 1948, choice of CVD6, CWD6 or CWA6, all fitted Brush 56-seater, H.B. bodies, very clean, 15 available, £225.

BRISTOL, 1947, E.C.W. low-bridge bodies, fitted either Gardner, A.E.C. or Bristol AVW engines, two-year certificates of fitness, excellent value at £300.

BRISTOL, 1946, 35-seater E.C.W. service buses, 51W Gardner engines, 18-month certificates of fitness, immaculate, 11 available, £225 each.

GUY H.B. bodies, in 1950, 61W Gardner engines, 18-month certificates of fitness, £225 each.

AUSTIN Omnicoaches, 1959, 13-seater, heaters, as new, choice of three, £530 each.

SINGLE and double-deck buses for works transport from £100; all makes available. Write or phone.

W. NORTH.

PONTEFRAC ROAD,

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1958 BEDFORD petrol 41-seater Plaxton, heater and radio, choice of three.

1953 CROSSLEY, 37-seater full-front Churchill body.

CROSS LANE, Salford. Phone, Pendleton 5331.

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Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, LTD.

PASSENGER FORD COACH DEALERS.

NEW Thames Yeoman 41-seater Duplé, immediate delivery.

NEW Thames Consort IV 41-seater Plaxtons; immediate delivery after receiving finishing details.

1959 BEDFORD Super Vega 41-seaters, full luxury body, fitted with radio, intercom, heater, extra luggage lockers, as new, certified 1960.

1959 BEDFORD Seagull, 41-seater, full luxury body, fitted with heater, lift-up roof lights, many extras, small mileage, as new, certified 1960.

1957 BEDFORD, Plaxton 41-seater full luxury body, radio, heater, Formica panels, many extras, certificate of fitness 1964.

1957 BEDFORD Super Vega 41-seater, fitted with radio and heater, in excellent condition throughout, certified 1964.

1956 BEDFORD Super Vega 41-seater, fitted with heaters, Perspex roof quarters, tubular racks, Formica side panels and many other extras, in excellent condition throughout, certified 1961.

1955 BEDFORD Vega 36-seater, Perspex quarters, roof lights, tubular racks, cream and red, radio and heater, certified.

1954 A.E.C. Reliance 37-41-seaters, full luxury Roe bodies, fitted with public address system, lift-up roof lights, in excellent condition throughout, certified 1964, choice of two.

1953 BEDFORD Plaxton 37-seater, full luxury body, fitted with heater and radio, Perspex quarters, tubular racks, in good, clean condition throughout, certified 1963.

1953 BEDFORD Seagull 36-seater, full luxury Burlingham body, fitted with heater, roof lights, certified 1963.

1952 BEDFORD Vega 33-seater, full luxury Duplé body, fitted with heater, good tyres, in good, clean condition throughout, certified 1962.

1950 ALBION full-front 33-seater full-luxury Duplé body, heater, in good, clean condition throughout, certified 1964.

1950 AUSTIN full-front 32-seater, full luxury coach body, fitted with radio and intercom, in good, clean condition, certified 1960.

1950 GUY Arab 33-seater, full luxury Thurgood body, fitted with lift-up roof lights, in good, clean condition throughout, certified 1960.

1950 LEYLAND PSI full-front 33-seater, full luxury Burlingham body, fitted with heater, certified 1960; choice of two.

SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

YOUR FORD DEALER.

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310-326 SYDENHAM ROAD,

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Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION.

PASSENGER AND COMMERCIAL VEHICLE

SALES SPECIALISTS.

OFFER FOR

IMMEDIATE AND EARLY DELIVERY:—

NEW LEYLAND TIGER CUB, 41-SEATER DUPLÉ

SUPER DE LUXE COACHWORK.

NEW THAMES TRADER 6D, 41-SEATER DUPLÉ

HARRINGTON AND PLAXTON LUXURY SALOON.

PLACE YOUR ORDER WITH US NOW FOR

SPRING DELIVERY.

GOOD ALLOWANCE ON PART-EXCHANGES.

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USED BUSES AND COACHES.

1957 ALBION Aberdonian 41-seater Plaxton luxury

saloon.

1957 B.M.C., 4-cylinder diesel, Kenex 14-seater.

1956 BEDFORD (petrol) 41-seater Plaxton.

1954 LEYLAND Tiger Cub, 41-seater Alexander de

luxe coachwork.

1953 BEDFORD Duplé 38-seater.

ALL the above are 8 ft. wide.

1952 BEDFORD, Duplé 35-seater full luxury

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Choice of two LEYLAND PSI full-front

Burlingham luxury saloons, one with Leyland

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A Number of 1947-48-49 LEYLAND PSI 33- and

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deck buses, enclosed stairways, very fine

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1947-48 LEYLAND PDI with Leyland, Eastern

Countries and M.C.W. all-metal bodies, a big

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CHOICE of 20 GUY Arab 56-seaters, high-bridge

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ALL SPARES.

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MODELS.

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON,

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Phone, Longton, Lancs. 3255-6.

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Used Passenger Vehicles (contd.)

FRANK COWLEY.

200

BUSES AND COACHES

ACTUALLY IN STOCK

READY FOR IMMEDIATE SERVICE.

1953 DAIMLER Freeline super de luxe, Continental

coach, Bellhouse-Hartwell bodies, intercom,

almost new tyres, the whole coach in super condition,

choice of 10, £1,450 each.

1952 Leyland Royal Tiger super luxury coaches,

nited intercom, the whole coach in super condition,

choice of three, £1,450 each.

1952 A.E.C. Mark IV underfloor 39-seater

Continental luxury coach, Perspex top, in super

condition, choice of four, £1,250 each.

1952 A.E.C. Mark IV underfloor long-distance super

luxury coach, 32 individual adjustable aircraft

type full reclining seats, cocktail-coffee bar fitted,

the whole coach is just like new, £1,250.

1952 Leyland Royal Tiger 41-seater Plaxton (one

owner), A.E.C. 40-seater.

1952 Leyland Royal Tiger 41-seater Plaxton (one

owner), A.E.C. 40-seater.

1950 Vistas (choice of four) in very good condition.

1948 Vistas.

NEW coaches available on Bedford, Commer, Ford,

Nabion and Leyland chassis with bodies by Burling-

ham, Duo, Harrington or Plaxton.

WE are now taking orders for the coming season.

Bedford, Commer, Ford, Leyland, A.E.C., etc., and

can offer good hire-purchase terms on new and second-

hand machines.

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BLACKFRIARS ROAD,

SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048.

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INGS ROAD, WAKEFIELD.

NEW 1960 model BEDFORD (petrol and diesel) 41-

seater Plaxton Consort full-luxury and standard

coaches, for immediate delivery.

NEW BEDFORD SBI diesel 41-seater Harrington

Crusader 1960 model, full luxury, heater, radio.

NEW 1960 model BEDFORD SBI diesel 41-seater Duple

Super Vega, heater, radio.

NEW BEDFORD SBI 41-seater latest-model Burlingham

Seagull 60, ex stock.

NEW demonstrator ATKINSON L644 (Gardner 4LW)

35-seater Plaxton Highway omnibus, 15% below list

price.

1957 COMMER TSJ (Rootes diesel) 41-seater

Plaxton Consort, heater, radio, choice three.

1956 COMMER TSJ (Rootes diesel) 41-seater

Duple Super Vega, heater, radio; choice three.

1955 BEDFORD SB petrol 41-seater Plaxton, Triplex

quarrier light heater, radio; choice two.

1955 BEDFORD (reconditioned Perkins R6 diesel)

38-seater Duple, cream-green, heater, radio.

1955 COMMER TSJ 2-stroke diesel 39-seater

Plaxton Ventura; choice of four, certified 1965.

1954 BEDFORD SB petrol 36-seater Burlingham

Seagull, heater, radio, certified 1964.

1953 COMMER TSJ petrol 33-seater Plaxton,

heater, radio, certified 1963.

1953 51 BEDFORD SB petrol 37-35-33-seater Plaxton

coaches, choice three, heaters fitted.

1953 51 BEDFORD Vega petrol 35-33-seater Duple

coaches; choice two, heaters fitted.

1952 FODEN (F6 rear engine) 39-seater Whitson,

cream-green, heater, radio, choice two.

1951 A.E.C. Regal Mark 4 (9.6-litre) 41-seater

Yeates, heater, radio, certified 1961.

1950 BEDFORD Vista (28 h.p. petrol) 29-seater

Duple, cream-green, heater, certified 1965.

HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, L TD.

Phone, Wakefield 6771 (10 lines).

THURGOODS OF WARE.

1956, April, BEDFORD Super Vegas (37), 7 ft. 6 in.

wide, immaculate, only used on high-class

tour, with green interior, green and grey exterior,

heaters, speech amplification, certified, from £2,450. (Can

be made 41-seater), choice of two.

1954, March, BEDFORD Thurgood (37), 7 ft. 6 in.,

grey and green, roof vents, excellent, certified

113,560, £1,850.

1951, July, BEDFORD Vega (35), exterior light

blue, green seating, in good condition, certi-

fied £1,150.

1951 BEDFORD (33) coach, fitted courier seat, red

seating, exterior red and cream, certified, 8925.

1949 (Late) BEDFORD Vista (29), repainted red

and cream, high-back seats, Formica sides,

wide rear bumper, good tyres and engine, certified, 6675.

1949, July, BEDFORD Vista (29), body overhauled,

and refinished inside and out light grey and

green, mouldings repainted, 6650.

1949 8-7-6 BEDFORD Vistas (29), various colours,

choice of six, clean condition, certified, from

£250.

A.E.C. Double-deckers (55) and single-deckers (35),

green and cream, certified, from £130.

BEDFORD Vista retrims (immediate delivery), from

£75.

BEDFORD door-operating gear from £12 15s.

PHONE, WARE 833. AFTER HOURS 896.

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Used Passenger Vehicles (contd.)

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FOURWAYS GARAGE,

ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

SPECIAL selection of coaches for the New Year.

1959 BEDFORD petrol 41-seater Duple, extras

(choice of two).

1957 COMMER TSJ 41-seater Plaxton (one owner).

1956 BEDFORD petrol 38-seater Plaxton and Duple

(choice of three).

1955 BEDFORD petrol 38-seater Plaxton and Duple

(choice of three).

1955 COMMER TSJ 38-seater.

1954 BEDFORD petrol 38-seater Plaxton.

1952 BEDFORD petrol 37-seater Plaxton.

1952 LEYLAND Royal Tiger 41-seater Plaxton (one

owner).

1952 A.E.C. 40-seater.

1950 Vistas (choice of four) in very good condition.

1948 Vistas.

NEW coaches available on Bedford, Commer, Ford,

Nabion and Leyland chassis with bodies by Burling-

ham, Duo, Harrington or Plaxton.

WE are now taking orders for the coming season.

Bedford, Commer, Ford, Leyland, A.E.C., etc., and

can offer good hire-purchase terms on new and second-

hand machines.

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LANCASHIRE MOTOR TRADERS, L TD.

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

NEW BEDFORD diesel 41-seater Harrington Crusader,

radio, microphone, heaters, red interior, cream and

red exterior, immediate delivery.

NEW BEDFORDS Plaxton and Duple bodywork,

delivery for Easter and Whit week.

SECOND-HAND COACHES NOW IN STOCK.

1956-57-58 LEYLAND Tiger Cubs, Duple and

Burlingham bodywork, choice of 10 in immacu-

late condition, all new tyres.

1956-57-58 BEDFORD petrol 41-seater Duple, Plax-

ton and Burlingham, in very clean condition;

choice of eight.

1955 BEDFORD petrol 38-seater Duple and Yeates,

red interior; choice of four.

1953 BEDFORD petrol 36-seater Harrington, autumn

tint interior, cream and red exterior, in perfect

condition.

1952 A.E.C. 7, 30-ft. by 8-ft. 39-seater Plaxton

coachwork, red interior, cream and red exterior,

radio and heater.

1952 BEDFORD Duple Super Vega 35-seater, cream

and red exterior, red interior.

1950 A.E.C. 9.6, re-bodied.

1953 35-seater Yeates Riviera, glass quarters, tubular

inswung rack, radio and heater.

SPECIAL 1956 BEDFORD 41-seater Yeates, Riviera,

radio heater, Formica casing panels, no part-

exchange, £2,000.

WE also have a good selection of second-hand half-

cabs and full-front diesel coaches. All current certi-

ficates of fitness. Prices from £80 to £350. 839-483

BIRMINGHAM COACH SALES, L TD.

44 INGE STREET (NEXT TO HIPPODROME).

BIRMINGHAM, 5.

Phone, Midland 4968.

1958 BEDFORD, petrol, 41-seater Duple, radio,

heater, excellent condition.

1958 BEDFORD diesel 41-seater Duple, fitted

with Leyland Comet engine, choice of two.

1956 COMMER 41-seater Plaxton, radio and heaters,

very clean bodywork.

1956 BEDFORD 38-seater Plaxton body, radio,

heaters.

1954 LEYLAND Cub 39-seater Burlingham body,

Eaton 2-speed axle, tubular seating, etc., fitted

with replacement engine at Leyland Works, first-class

condition.

1951 BEDFORD Duple 33-seater, red and cream,

radio.

1950 COMMER Avenger 33-seater Plaxton.

WE specialize in part-exchange with the easiest of hire-

purchase terms.

BIRMINGHAM COACH SALES, L TD.

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Used Passenger Vehicles (contd.)

PERCY D. SLEEMAN, L.T.D.,
LONDON COMMERCIAL DEALERS.
COMMER Rootes diesel mounted Duple, Plaxton
Harrington 41-seater coach bodies, finished to
instruction.
A.E.C. Reliance, mounted Duple, Plaxton, Harring-
ton 41-seater coach bodies, finished to
instruction.
1953 BEDFORD 37-seater Duple, certificate of
fitness 1963, very clean.
1952 A.E.C. Mk. IV 41-seater Burlingham, certificate
of fitness 1962, well tired, excellent condition.
1951 LEYLAND Royal Tiger, 41-seater Strachan
body, certificate of fitness 1961, air brakes, well
tired, good condition mechanically and coachwork.
1950 DAIMLER full-front 35-seater Burlingham
coachwork, certificate of fitness 1962.
1950 BEDFORD Vistas, 29-seaters, certificate of
fitness 1960, choice of three, £325.
PART-EXCHANGES and hire-purchase to suit your
requirements.

38 UXBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081.

TAYLORS (GLOUCESTER), L.T.D.,

WORCESTER STREET,

GLOUCESTER.

Phone, Gloucester 22228.

1960 Thames Burlingham 41-seater coach, available
for immediate delivery.
1959 Thames Duple 41-seater, radio, heaters, 20,000
miles.
1959 BEDFORD Duple 41-seater, heaters, wheel
discs, very attractive.
1958 BEDFORD Duple 41-seater, heater, wheel
discs, choice of several.
1957 BEDFORD Duple 41-seater, radio, speech
amplification, heaters, choice of two.
1956 Yeates BEDFORD 41-seater, radio, heater,
wheel discs, used seasonal only, very clean.
1956 BEDFORD Duple 38-seater, heater, clean con-
dition.
1951 BEDFORD Duple 33-seater, heater, clean
vehicle.
1951 LEYLAND Tiger, air brakes, Plaxton body,
lift-up roofs, heater and radio.
1951 Several Daimler CVD 6 half cabs with certificate of
fitness 1964, also Leyland PS1 and PS2 half cabs.
PHONE, Gloucester 22228.

BIRD'S COMMERCIAL MOTORS, L.T.D.,

BIRMINGHAM ROAD,

STRAFORD-ON-AVON.

PHONE 3222-3-4 AND 2136.

GRAMS, "QUICKSALE."

USED PASSENGER VEHICLES.

FIVE Daimler double-decker buses, year of registra-
tion 1945, certificate of fitness to 1961, very good
condition.
SIX Daimler single-deck buses, fitted with 61W
Gardner engines, immaculate condition, current certi-
ficates of fitness.

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PRICES ON APPLICATION.

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Phone 2086.

A.E.C. and Leyland service buses, 33-39-seaters,
with certificate of fitness, prices from £250.
LEYLAND and **GARDNER** double-deckers, 36-seaters, with
certificate of fitness, prices from £250.
VEHICLES can be inspected at any time by appoint-
ment.

J. LLOYD AND SON, LTD., Avenue Rd., Nuneaton.

Phone 2086.

Used Passenger Vehicles (contd.)

W. HAROLD PERRY, L.T.D.,

STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

1952 A.E.C. Burlingham Scagull 39-seater coach,
certificate of fitness 1963, £2,500.
1949 CROSSLEY, Whitson body, exceptional
33-seater coach, certificate of fitness 1963, £400.
1948 MAUDSLAY with 1952 Hartwell body,
33-seater, certificate of fitness 1963, £750.

HARROW 1031.

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS

AND TO

5.30 P.M. SATURDAYS. 839-186

1957 BEDFORD petrol 41-seater Plaxton.

1958 BEDFORD petrol 41-seater Plaxton.

1958 COMMER T53 41-seater Plaxton.

VICTORIA COACHES, 1159 London Rd., Leigh-
on-Sea. Phone 74456. 839-395

A. SPRINGALL, L.T.D.

IMMEDIATE delivery new Thames Duple 41-seater
diesel coach, finished to your requirements.
37-seater 1952 BEDFORD, Gurney-Nutting body, floral
moquette, certificate of fitness 1962.
41-seater 1956-57 BEDFORD Duple glass quarters,
tubular racks, luggage lockers, Formica sides, etc.;
choice several.

LOW HIRE-PURCHASE DEPOSITS.

YOUR ESTABLISHED FORD DEALERS.

WOOLWICH 5313

166-8 PLUMSTEAD COMMON ROAD,

S.E.18.

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1946 A.E.C. Decker, certificate of fitness four years,
price £400.

1947 Lowbridge LEYLAND, certificate of fitness three
years, price £450.

ANY vehicle considered for part-exchange.

TIGER COACHES, Dewshall Garage, Salsburgh. Phone,
Salsburgh 242. 839-59

RENTONS LUXURY COACHES offer the following
excellent vehicles due to shortage of spareparts—

1954 BEDFORD petrol 36-seater, Yeates Riviera
luxury body, heater, radio, etc., certificate of
fitness until December, 1964, £1,850.

1954 BEDFORD Perkins R6 (reconditioned engine
1958) 36-seater, Plaxton luxury body, radio,
heater, continental lights, etc., certificate of fitness until
April, 1964, used only on extended tours seasonally,
£1,850.

1951 LEYLAND PS2 39-seater, full-front large type
8-ft. Envoy-type Plaxton body, heater, radio,
courtesy seat, etc., complete new interior, seats, etc., fitted
1959 as per latest 1959 coaches, appearance like latest-
type coaches, certificate of fitness December, 1960, £1,600.

THE above coaches are excellent vehicles throughout,
and inspection is freely invited. Apply:

522 MANCHESTER RD., Hollinwood, Oldham.
Phone, Failsworth 1438. 840-8183

1959 MORRIS 11-seater P.S.V. Minibus, Wadham
luxury conversion, face-forward seats, 3,000
miles, £775.

1959 June, BEDFORD diesel Plaxton 41-seater,
£3,650.

1953 LEYLAND Royal Tiger 41-seater, Leyland all-
metal luxury coach body, air brakes, £2,250.

1957 BEDFORD 41-seater Duple Super Vega, £2,750.

1954 BEDFORD 38-seater Duple Super Vega, 8 ft.,
£1,750.

1952 BEDFORD 33-seater Duple Super Vega, 7 ft.,
6 in., quarter lights, heaters, £1,275.

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6-CYLINDER DIESEL ENGINE (PETROL OPTIONAL)

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CARRIMORE close-coupled articulated 6-wheelers, hand-
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1957 TS3 articulated unit, air brakes, well shod,
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1958 BEDFORD S-type, 300 engine Scammell
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1954 BEDFORD A-type, P6 engine, 22-ft. 16-ton
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1955 10-12-ton bulk grain transporter-container
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Star discharger and 5-in. elevator conveyor both driven
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1949 BEDFORD Tasker O-type tractor, clean and
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NEW SCAMMELL 12-ton 25-ft. flat platform trailer
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SELECTION of 3-ton Scarabs, 1950-56, in good
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Miscellaneous Vehicles (cont'd.)

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HARVEY FROST 10-ton towing ambulance, as new, £75 each. J. T. Leavessy, Ltd., Alrewas, Staffs. Alrewas 151.
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HEAVY breakdown vehicle wanted, with winch and crane, Diamond T or similar. Kellett and Pick, Ltd., Northallerton, Yorks. 810-8208

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1951 Dodge model 64 2-3 ton cattle truck, very good condition, £150. Barnes, Crown Colony, Holbeach, Lincs. Holbeach 3024. 839-x2029

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ALSO the largest selection of spares in England for every make of American and English W.D. vehicles. Engines, axles, tyres, springs, etc., over 5,000 vehicles being dismantled now. Paris recalled in 24 hours. 839-203

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LET me quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295; 2-year guarantee.

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BIRMINGHAM, 10.

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BEDFORD buses and coaches at low prices for conversion and some already fitted racks.

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1952 THORNCRUFT mechanical road sweeper, sprinklers, collector, tipping gear, in marvellous condition, county owned, £325; also £3,000 Pearl St. Garage, 373 East Bank Rd., Sheffield. Phone 29139, 37529. 839-467

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3,000-GALLON articulated tanker trailers, single compartment, clean and in good condition, £250 each; also a number of other tankers in stock.

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RYLAND GARAGE, LTD., supply new tanker vehicles. R. complete for quick delivery.

1,800-GALLON spirit/derv, four wheeler.

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SEVERAL vehicles and storage tanks from 500 to 3,600 gal.

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AUSTIN 6 by 4 hydraulic tippers, 4-yd. body, excellent condition with new battery, spare wheel, £290.

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1956 BEDFORD 5-ton A model tipper. Perkins P6 engine, good condition, price £405. C. Russell, 155 Millbank St., Northampton. Phone 26590. 839-189

Miscellaneous Vehicles (cont'd.)

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1952 SEDDON short-wheelbase tipper.

1946 E.R.F. 5LW long-wheelbase tipper.

UNREGISTERED FODEN 6-wheeler, ex-M.O.S., new heavy-duty Pilot tipping gear and dumper body.

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TIPPERS wanted. Dodge, all models, 1955 onwards, low mileage. Church Road Motors, Ltd., Hadleigh, Essex. Phone 5721. 839-659

J. CHARLTON, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9071. SPARKS for most types available. 839-384

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1958 Forward-control BEDFORD, 300 engine, Scammell coupling, as new, £700.

1958 B.M.C., Scammell coupling, 2-speed axle, very good condition, £650. Choice of two.

1954 BEDFORD A-type, P6 engine, Tasker coupling, very good condition, choice of two, £300.

1954 CARRUTHERS ST., Liverpool, J. Central 2047.

1952 September, DENNIS-SCAMMELL unit, P6 engine, Eaton 2-speed axle, one owner, £300.

1952 BEDFORD-SCAMMELL unit, £100.

1949 BEDFORD-SCAMMELL unit, P6 engine, £150.

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WANTED, modern 6-wheel double-drive tractor unit, preferably with 6LW Gardner engine (Foden, A.E.C., Leyland, Atkinson, etc.) with or without semi-trailer. Price and particulars to Dando's Garage, Chipping Sodbury, Nr. Bristol. 839-8137

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CARRIMORE. A trailer doubles the payload of your lorry and reduces the tonnage cost proportionately. All models from 1 ton to 50 tons.

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TASKERS TRAILERS AND SEMI-TRAILERS.

FOR every kind of load between 8 cwt. and 35 tons (or over).

SUITABLE for use with the great majority of prime movers; also for Land Rovers, vans and cars.

QD Straight-frame semi-trailers, and certain other types "off the peg."

COUPLINGS: S.A.E. S.M.M.T.—Taskers "D-S" automatic—mechanical horse.

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DYSON super trailers and semi-trailers.

THE best of haul investments.

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23-FT. SCAMMELL 8-ton trailer.

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2-WHEEL trailers, new and used. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. zzz-991

LOW-LOADERS. We have a number of very good low-loader trailers in stock of all types, including 10-12-tonners up to 17 ft. in well, knock-out axles, also 20-25-tonners and 30-40 tonners, all at very reasonable prices.

SCAMMELL trailers, as new, 25 ft., 23 ft., 20 ft., 18 ft. and 16 ft., all in stock at very reasonable prices.

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SCAMMELL trailer, 23 ft., 18-in. double drop sides, spare wheel, 2-ft. 6-in. headboard, good tyres, £245.

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USED UNITS, Whitefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. zzz-956

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QUANTITY A.E.C. 7.7 diesel engines with cast-iron crankcases and gearboxes, suitable for Matadors and other A.E.C. chassis.

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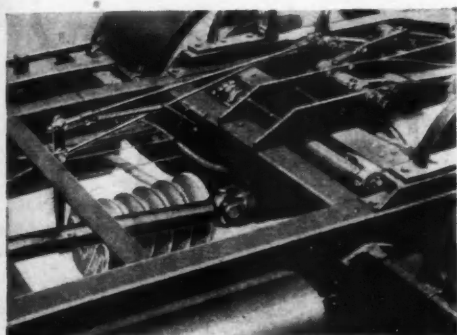
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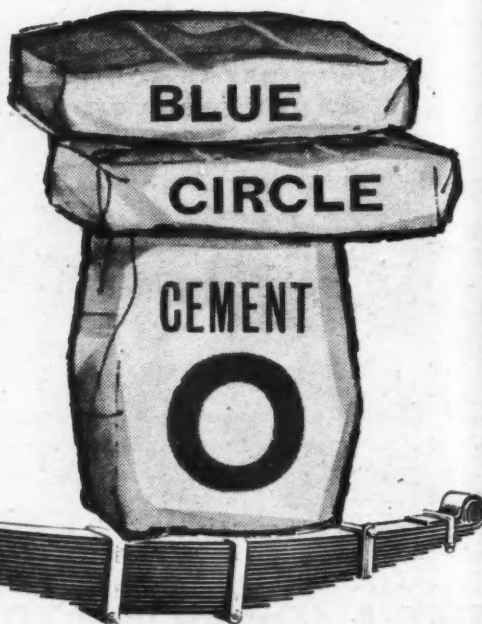
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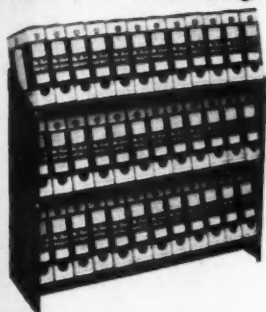
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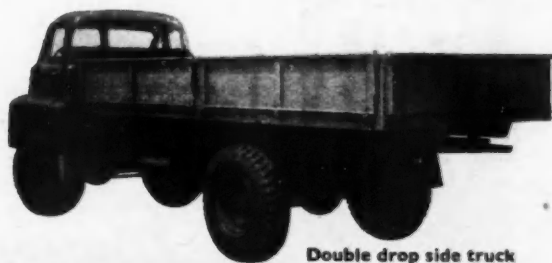
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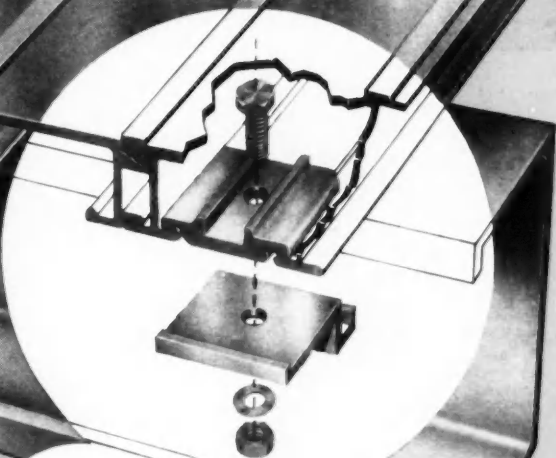
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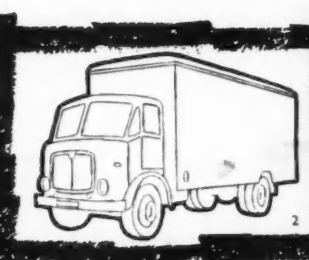
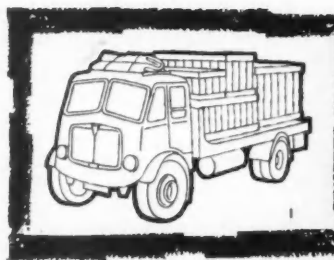
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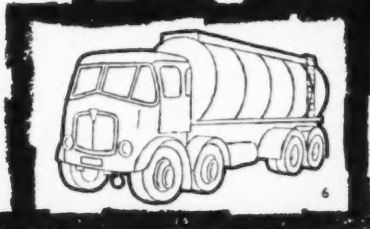
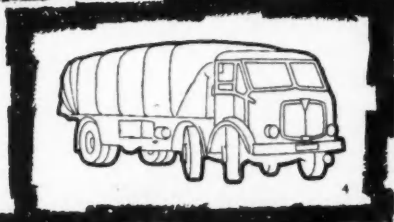
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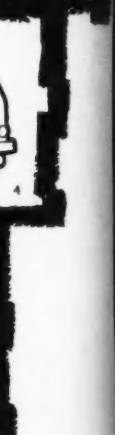
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